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Hongkong, August 27, 1906. 1693

NOTICE.

WE have this day admitted Mr A. D. BARRETTO a PARTNER in our Firm.
CRUZ, BASTO & CO.
Hongkong, September 1, 1906. 1712

U.S. ENGINEER OFFICE, Fort Santiago, Manila, P.I., August 23, 1906. Sealed proposals for about 30,0 0 BARRELS PORTLAND CEMENT, more or less, will be received at this Office until 10 o'clock A.M., September 12, 1906, and then publicly opened. Information furnished on application.
Hongkong, August 27, 1906. 1692

THE PEAK CHURCH.

THE ANNUAL MEETING of WORSHIPPERS at the Peak Church will be held in ST. PAUL'S COLLEGE, on THURSDAY, the 6th of September, at P.M.

Business:—
1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Committee.
A. J. STEVENS.
Acting Hon. Secretary.
Hongkong, September 1, 1906. 1715

NIGHT SCHOOL.

THE ASSOCIATION NIGHT SCHOOL will OPEN MONDAY EVENING, 17th September.

To all young men who desire to make good use of their evenings, the following Courses of Study, which will be given, will bear careful consideration.

SPECIAL COURSE IN ENGLISH (2 hours):
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Hongkong, September 3, 1906. 1738

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Note.—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second Departure about 7 P.M. On Sundays about 3 P.M. (See Special Express).

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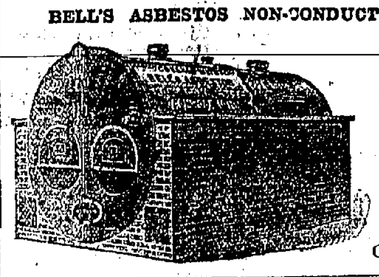
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Hongkong, June 8, 1906. 1190

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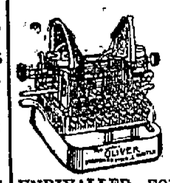
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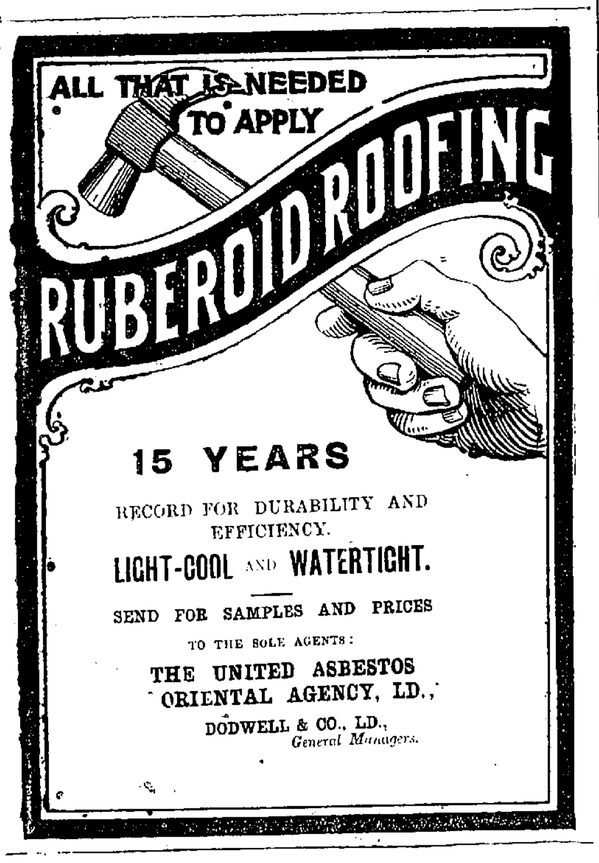
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Hongkong, April 25, 1906. 816

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MEMBERS wishing to Subscribe for 'SUBSCRIPTION' Griffins for our next RACE MEETING are requested to notify the Undersigned before SATURDAY, the 8th September next.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, August 29, 1906. 1701

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Hongkong, May 18, 1906. 1024

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Hongkong, July 14, 1906. 1412

Intimations.

HARBOUR MASTER'S DEPARTMENT.

NO. .—Information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, 3rd September:—
From West of Stonecutters Island, in a South-Westerly direction, at ranges up to 6,000 yards commencing at 9.30 A.M., and finishing at 12 NOON

On WEDNESDAY, 5th September:—
From Elliott, in a North-Westerly direction, at ranges up to 8,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On the 14th, 15th, 17th, 26th and 21st September, from West Stonecutters Island, in a South-Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 12 NOON.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, &c.

Hongkong, September 1, 1906. 1713

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, July 7, 1906. 1381

FOR CANTON.

THE new and fast Twin-Screw Steamer *SAN OHEUNG*, 951 Tons, Captain J. McGINTY, will leave for Canton at 9 P.M. on SUNDAYS TUESDAYS and THURSDAYS and return to Hongkong on the following days leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare $3 each way. Second-class, $1.00 each way. Meals, $1 each.

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THIS Steamer departs from HONGKONG on WEEK DAYS at 7.30 A.M., and on SUNDAY MORNINGS at 8.30 A.M., and return from MACAO on Week Days at 2.30 P.M., and on Sundays at 6.00 P.M. Tide permitting.

FARES:—Week Day 1st Class, including cabin and servant, Single $3, Return Ticket $5. 2nd class $1, 3rd Class 50 Cents.

On and after SUNDAY, the 29th Inst., (inclusive) the SUNDAY FARES will be:—
1st Class Single $1.00, with Cabin $2.00,
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3rd Class Single...40 Cents, Return 60 Cts
Steerage 20 Cents each trip.

Any Meals can be supplied on Board at a charge of $1.00 per Meal.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

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Hongkong, August 18, 1906. 1684

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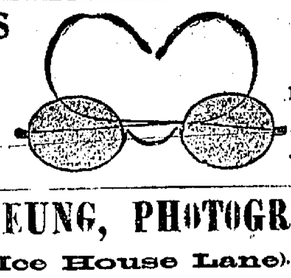
TAILORS AND OUTFITTERS.
YORK BUILDINGS AND PEDDERS STREET.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER. 1985

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OPTICIAN.
No. 5, PEDDER STREET
(UNDER HONGKONG HOTEL).



SIGHT TESTED FREE.
LENSES GROUND.
REPAIRS
A SPECIALITY.

1227

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

VOLUNTEER GYMKHANA PHOTOS.

Hongkong, August 27, 1906. 1178

To Let.

TO LET.

'BROOKHURST,' PEAK, Newly Painted and Colour-washed with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelors' Mess.

2ND FLOOR in Central position, containing Four Large Rooms, Ante room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSE on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET.

No. 67, PRAYA GRANDE, MACAO.

5 ROOMS on Top Floor of 15, QUEEN'S ROAD CENTRAL (over Coldbeck Macgregor).

No. 1 BEACONSFIELD ARCADE Corner house facing the Parade Ground.

No. 3, ARBUTHNOT ROAD, Central Locality.

No. 2, DES VŒUX VILLAS, PEAK, Newly repaired, painted and colorwashed.

BISHOPS LODGE, North PEAK, (Furnished) from 1st November, 1906 to 31st March, 1907.

'BLETON' on PLANTATION ROAD, PEAK.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, August 31, 1906. 1716

TO LET.

TWO GODOWNS at EAST POINT, close to the Water, suitable for the Storage of any Cargo.

Floor Area ,100 square feet each.

Apply to
1724 JARDINE MATHESON & CO.

TO LET.

'BELLEVUE,' Peak Road, 6 ROOMED HOUSE, Unfurnished, with immediate possession.

No. 4, CONDUIT ROAD, A 5-Roomed House, with Photographer's Dark Room (fitted), Servants' Quarters separate. Splendid view of the Harbour. Immediate possession.

Apply to
PERCY SMITH & SETH,
5, Queen's Road Central.

Hongkong, August 13, 1906. 1725

TO LET.

THREE LARGE GODOWNS on PRAYA EAST. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to
H. N. MODY,
Victoria Buildings.

Hongkong, May 10 1906. 1722

TO LET.

'NEW KINGSCLERE' with Stables. Entrance from both Kennedy and MacDonnell Roads. Owners will, if required, convert the main Building into a Boarding House with large Drawing and Dining Room accommodation and 37 Bedrooms. CHEAP RENTAL.

Full particulars, Apply to
LINSTEAD & DAVIS.

Hongkong, June 27, 1906. 1723

TO LET.

NO. 1, 'HILLSIDE,' The Peak.

A HOUSE in WONG NEI CHONG ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPON TERRACE.

FLATS in MORETON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, August 28, 1906. 1718

TO LET.

(EITHER IN WHOLE OR IN PART).

'THE ACACIAS' and 'THE GROVE,' having 26 Rooms with detached out-houses and kitchens, situated in ROBINSON ROAD, Kowloon.

Well ventilated, with Electric Lights and Bells completly installed.

Apply to
E. M. HAZELAND,
35, Queen's Road Central;
or to
WING ON, Contractor,
34, D'Aguilar Street.

Hongkong, July 18, 1906. 1719

To Let.

TO LET.

HOUSES in ROSE TERRACE, ROBINSON ROAD, Kowloon. Terms Moderate—Immediate Possession.

Apply to
THE COMPRADORE,
Messrs BARRETTO & Co.

Hongkong, April 5, 1906. 1726

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, August 1, 1906. 1727

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN WANCHAI ROAD.

GODOWN, built of brick with tiled roof, just thoroughly repaired—about 4000 sq. ft. space, concrete flooring.—Suitable for Storage of any kind of merchandise.

Apply to
'K.,'
Care of 'CHINA MAIL' Office.

Hongkong, May 29, 1906. 1728

HONGKONG CLUB.

TO LET.

TWO ROOMS, on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to

C. H. GRACE,
Secretary.

Hongkong, May 26, 1906. 1729

TO LET.

WITH IMMEDIATE POSSESSION the 'FOREST LODGE,' Caine Road.

Apply to
H. N. MODY.
1739

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, July 5, 1906. 1731

TO LET.

'WOODBURY' GARDEN ROAD, Kowloon.

2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL.

Apply to
LEIGH & ORANGE,
1, Des Vœux Road.

Hongkong, July 12, 1906. 1720

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, August 1, 1906. 1721

DENTAL SURGEON
G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING
PORCELAIN FILLINGS.

HOTEL MANSIONS,
PEDDER STREET.

Hongkong, June 1, 1906. 1149

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX

To be had at the OFFICE OF THIS PAPER
5, WYNDHAM STREET.
Price 50 Cents.

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir ROBERT HART'S SCHEMES for the Improvement of China.

Reprinted from the *China Mail*. To be had in pamphlet form at this Office, 5, Wyndham Street.

PRICE 50 Cents.

IN INDIA.

Writing to a Sydney paper Professor David, a well-known geologist, describes a tour through India. Of his first encounter with the country he says: "It is the fashion of the globe-trotter who has spent a fortnight in India to try to write a book about us," said an experienced 'Anglo-Indian' to me a few days ago. As I have just spent the regulation time of a fortnight in trotting through India I may be permitted to conform to the fashion, and describe some of the scenes of India as they present themselves to other eyes.

On my arrival at Colombo, on the afternoon of June 10, in the F.M.S. "Nera," I found that a steamer was starting in a few hours for the Indian town of Tuticorin, on the opposite side of the Gulf of Manaar to Colombo. With the help of T. Cook and Son's well-manned boat my quarter-ton of luggage (largely rocks and minerals) was quickly shifted around to the Tuticorin steamer. I found that I was the only white passenger on board. The sky was cloudy, threatening for the breaking of the moonsoon: but we had a lovely passage over, arriving before 6 a.m. on June 11. The sea is shallow for several miles off the coast, and we had to tranship into a small steam tender in order to land.

On this tender I made my first acquaintance with the typical Bengalee Baboo, that is, one of the swell natives of the Bengal area. He was a youngish man, belonging to the medical profession, and was just returning from Singapore. He seemed a little excited when he first addressed me. Speaking excellent English, he said, "That fellow (indicating the native skipper of the tender) has just had the impertinence to tell me to move out of this seat at the stern and go to the bow: he didn't realise that I was a saloon passenger; he never made a greater mistake in his life. I just told him to go and be hanged." He was a very courteous fellow, full of all kinds of information, and very good company.

On arrival at the little landing stage my luggage at once created industry; first I had to engage a sort of boss or manager, who would be responsible for the safe carriage of the goods and their delivery at the railway station a few hundred yards distant. There was considerable competition among the coolies to possess themselves of the lightest parcels, such as hatbox and valise, a struggle which led to the survival of the unfittest for carriage, such as my large cabin trunk, and some innocent looking Japanese baskets laden with specimens from Singleton and Jervis Bay, partly for the Calcutta Museum. I found out presently that every man was to be paid at the same rate per parcel, whether it was a hatbox or a Saratoga. The rate was one anna per parcel. I may remark here that there are 16 annas in the rupee, and as the rupee is worth just now 16 pence, one anna is of course equal to one penny. The divisions of the rupee are used colloquially in other than a monetary sense: thus a native will say that he is 8 annas through with his job, meaning that it is half finished: and later I heard some white people remark when a lady of colour entered the hotel diningroom, "I think she must be about 12 annas," meaning that she was three quarters native: a half caste is commonly spoken of as "eight annas."

But to return to our coolies; the boss mustered them, and gave the word to march, and we proceeded in solemn state to the Custom-house, which was labelled "Douane Anglais," though why French (and bad French at that) I could not imagine. All my luggage seemed to be free from duty except perhaps my camera. "How much did it cost you in Sydney?" said the dark officer, before

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely pure English Oil. Not made of gelatine. Full directions. All Chemists.

Insist on SAVARESSE'S

NOTICE.

PERMANENT PIER, No. 3, off Connaught Road, and Sutherland Street, Victoria, Hongkong, will be OFFERED FOR SALE by PUBLIC AUCTION at an early date by order of the Mortgagee, unless first sold by private contract or redeemed.

Further particulars and date of sale will be notified later. In the meantime inquiries as to the property may be made to the Undersigned.

H. K. HOLMES,
Solicitor for the Mortgagee,
54, Queen's Road, Hongkong.

29th August, 1906. 1703

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED. (IN LIQUIDATION).

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m....Every 30 minutes.
7.30 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 3.00 p.m....Every 15 minutes.
3.30 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m....Every 15 minutes.
9.00 a.m. to 9.30 a.m....Every 30 minutes.
9.30 a.m. to 10.30 a.m....Every 15 minutes
10.30 a.m. to 11.00 a.m....Every 10 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, August 27, 1906. 1961

BRETEL FRERES' BUTTER — THE BEST IN THE WORLD

To be had in all respectable wholesale and retail provision Import Houses.

whose tribunal I had been summoned I tried to convert £27 10s as quickly as I could by mental arithmetic into rupees, which occasioned a pause. This was interpreted by the native officer. "You needn't be afraid," he said, with a perfect English accent, "to say how much it is, because I am not going to charge you anything for it." We then adjourned to the railway station. Another of our dark fellow-subjects, with a dexterous sweep of the hand, deprived me in one act of £8 worth of railway tickets. I saw he was an official, but it seemed disconcerting for a moment, I should have felt more comfortable if a white man had got hold of them but this feeling very soon wears off in India, the land where nearly all the officials are natives. It was the weighing of the luggage that had led to the detention of my tickets. This done, and the luggage stowed in the train, and the boss and coolies paid off, and the train not to start for a quarter of an hour, and the refreshment room close by, I felt content, and strode in with confidence for my breakfast. A special telegram had been sent to have this breakfast all ready for me, and I expected to find it already smoking hot on the table.

Little did I know at that time the inner workings of the Oriental mind. It was said of old time of a certain Pharaoh, I believe, "His strength is to sit still," and never before did the words of that good old text sink into me so deeply as on this occasion. Three splendid fellows entered and looked at me solemnly, but did nothing. A thing called a punkah, which is intended to fan you, but which in this case consisted chiefly of rope and squeak, came slowly into action. I was not used to punkahs, at least not to one like this, and even the best makes one fretty at first. It is like having a towel flipped in your face, and just when you think it is going to hit recedes from you, then comes at you again. After a quarter of an hour of this one of the triumvirate, thinking to string me on, brought in a small pat of butter, and actually a quarter of an hour later the first course of breakfast appeared in the shape of a neatly modelled little fish cake, followed by a small rissole garnished with small potatoes, then came curry and rice, then small poached eggs on toast (the Indian fowls always lay small eggs, and no blame to them; in such climate it is noble of them to lay at all) The tea was really excellent, the genuine Assam, and there was any amount of it to be had for the asking. The "manager" of my breakfast stood over me while the meal was in progress, to see, I I suppose, that I ate everything off my plate. The only work done by the third man in the room was to bring me the marmalade. I concluded he belonged to the marmalade caste. On the whole the breakfast was distinctly satisfactory, except in the matter of fruit. This remark applies to nearly all the railway refreshment rooms in India. They give you only small plaintains or bananas; occasionally you get a good mango, much more rarely oranges or apples. Surely there should be a good market for Australian and Tasmanian fruit among, at any rate, the white people of India.

Strengthened and refreshed for the journey through the wonderful historic region of the Karnatik, I took my seat in the little narrow-gauge carriage, and we were soon leaving the red-roofed cotton-mills of Tuticorin, and were gliding at a dignified speed through the cotton fields, bright with yellow blossoms.

THE CHINAMAN'S DRESS.

Desire for a Change.

The presence of Viceroy Yuan Shih kai in Peking now, is stated to have been due to the initiative of their Majesties the Empress Dowager and Emperor themselves, who sent a special command to his Excellency to come to the Palace without delay. The reason is said to be on account of the hostility of a powerful clique, headed by Tieh Liang, President of the Board of Revenue, now being shown against the opinions of the Travelling Commissioners, amongst whom His Highness Duke Tsai Tsêh has shown himself to be the most open and straightforward in his advocacy of reform in the Government of the Empire. The young Duke has even gone so far in his ideas of progress as to try to impress upon their Majesties the importance of abolishing the queue and a change of costume for the masses more nearly approaching the Western style, "for," declared the Duke to their Majesties in a recent private audience, "hampered as we are in our present style of dress, and with our queues, these things militate against an energetic life, and we will, therefore, never have the enterprise to keep our country on a par with Western countries so long as we keep to our present clothes and hair."

AGONISING PILES.

CURED BY BILE BEANS.

A LADY'S VALUABLE TESTIMONY.

THE agonising suffering of Mrs Margaret Jane Toll, of 13, Thistle Lane, Hebburn, England, from that dreadful complaint, piles, and her complete cure by Bile Beans, should lead all sufferers of a like nature to the same means of cure.

'Seven years ago' says Mrs Toll, 'I commenced to suffer from bleeding piles. I tried all the remedies I knew, but the complaint grew worse. After enduring the pain and discomfort for many months, I was at last compelled to place myself in the doctor's hands, but he did me no good

'I was taken to the Newcastle Infirmary, where I underwent an operation, and I was sent to the Whitley Convalescent Home. I had been laid up sixteen weeks before going to the Infirmary, and we had to sell most of our goods to pay the doctor and other expenses. After leaving the Convalescent Home the dreadful piles returned again, and I found myself again obliged to take to bed, as I could not stand, and I was worn to skin and bone.

I was next advised to try Bile Beans, and did so. By the time I had finished one bottle I was wonderfully changed, and my friends and neighbours were astonished to find me out of bed and about again so soon. I found the Bile Beans were clearing all traces of the piles away beautifully, and at the same time making me brighter and better in myself in every way. I continued taking Bile Beans, and gradually got rid of the troublesome piles, which were finally banished altogether. I am now free from pain and thoroughly well, am able to work hard and with enjoyment. All this I owe to Bile Beans.'

The above sensational cure proves conclusively that Bile Beans can cure the worst cases of stomach and internal disorder. They are equally effective for debility, biliousness, constipation, piles, nervousness, anæmia, female ailments, weakness, pains in the back, sleeplessness, loss of appetite, congestion of the liver, headache, flatulence, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle.

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondee en 1783. WERLE et Cie., Succrs.

PURVEYOR TO HIS MAJESTY KING EDWARD

AND TO

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

CHINA EXPORT-IMPORT & BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

938

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

2181

HOLLOWAY'S OINTMENT



Is an unfailing Cure

For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts,

AND

EVERY FORM OF SKIN DISEASE.

Manufactured only at 78, New Oxford Street, London. Sold by all Medicine Dealers.

USE ONLY & USE ALWAYS

ATKINSON'S

MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

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PRIZE MEDAL PHILADELPHIA EXHIBITION 1876.

JOHN OAKEY & SONS

WELLINGTON EMERY & BLACK LEAD MILLS, LONDON.

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EMERY CLOTH | GLASS PAPER | BLACK LEAD

"WELLINGTON" KNIFE POLISH

JOHN OAKEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 10th September, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co's Godowns, Kowloon,—

64 DECAUVILLE TRUCKS
100 AXLE BOXES for same.
18 AXLES "
60 WHEELS "
9 OIL CUPS "

IN ONE LOT.

NOTE.—The Trucks can be converted into Tipping Waggons and are suitable for filling in purposes.

Inspection orders can be had from the Auctioneer.

Terms:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, September 3 1906 1740

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

TUESDAY and WEDNESDAY,

the 18th and 19th September, 1906, at 10 A.M., each day, at H.M. NAVAL YARD,—

SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—

BOATS, ENGINES and BOILERS, LATHE, TURNABLE, NORRIS, MOORING SINKERS, RIGGING, TWINES, BOAT, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE HAWSERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS, TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOTTOMS, USELESS PROVISIONS including MARMALADE and TOFFEE, OFFICERS' MESS TRAYS, TOBACCO, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, *Government Auctioneers.*

Hongkong, September 3, 1906. 1737

For Sale.

FOR SALE.

THE PROPERTY OF CAPTAIN W. ARBUTHNOT LESLIE, A.D.C.

LOAN PONY 'LYDDITE,' fast and a good hack. Has played Polo. Warranted sound. Price $150 00.

Apply to 'A. D. C.,' GOVERNMENT HOUSE.

Hongkong, August 21, 1906. 1663

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31ST DECEMBER, 1905, £17,837,119.

I—Authorised Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £887,500 0 0
II—Fire Funds 3,366,720 19 8
III—Life & Annuity Funds 13,762,898 8 5

£17,83 ,119 8 1

Revenue Fire Branch... 2,061,044 19 8
" Life & Annuity Branches..... 1,713,808 19 10

£3,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., *Agents.*

1537

FREEMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD.....$7,232,552.19
NET SURPLUS, GOLD.....$2,718,144.50
INCOME, GOLD $4,179,784.92

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, April 3, 1906. 562

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor
Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA,' Hongkong

For terms, &c., apply to the MANAGER.

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VICTORIA HOTEL,

SHAMEEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO, CHINA

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, *Proprietor.*

483

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS 'CHEF KOWLOON.

A High-class Tourist's Hotel under American Management First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, *Proprietor and Manager.*

130

ZETLAND HOUSE,

10, QUEEN'S ROAD CENTRAL

NEAR & OPPOSITE HONGKONG HOTEL.

NICE House, Elegantly Furnished Rooms, Excellent Food and Residence. Very moderate prices. Entirely redecorated and renovated. New management under Mrs WHITE, Proprietress.

Hongkong, August 18, 1906. 1616

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form

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His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity*	despatch-vessel	1700	12	3000	Comdr. E. La T. Leatham	Hongkong
Astræa	cruiser, 2nd class	4360	10	9000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtsze
Argonaut	cruiser, 1st class	13,440	—	—	Capt. E. H. Smith	On way home
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yangtsze
Cadmus	sloop	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	6,500	Capt. H. W. Savory, R.N.	Japan
Fame	torpedo boat destroyer	360	6	6700	Lieut.-Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	
Handy	torpedo boat destroyer	275	5	4000	Lieut.-Comdr. Cox	Japan
Hart	torpedo boat destroyer	275	5	4000	Lieut.-Com. Henniker Heaton	Japan
Janus	torpedo boat destroyer	280	5	8900	Lieut.-Comdr. W. H. Darwall	Japan
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Japan
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thursby, R.N.	Japan
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. E. V. R. Dugmore	Yangtsze
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Japan
Moorhen	river gunboat	160	2	800	Lt.-Com. R. E. Vaughan	West Rivers
Otter	torpedo boat destroyer	350	5	6300	Lieut.-Comdr. J. Kiddle	Japan
Rambler	Surveying-vessel	885	6	650	Comdr. C. E. Moure	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Attay	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Lyne	Yangtsze
Take	torpedo boat destroyer	250	5	6500	Reserve	Hongkong
Tamar	receiving ship	4800	6	—	Commodore Williams	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Seccreau	Yangtsze
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Hongkong
Virago	torpedo boat destroyer	355	5	6300	Lieut.-Comdr. Stevenson	Japan
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Glennie	Swatow
Whiting	torpedo boat destroyer	360	5	5900	Lieut.-Com. C. E. L. Thomas	Japan
Widgeon	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtsze
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtsze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4309	19	9000	Capt. Ferdonand Bublay	Shanghai
Panther	Austro-Hungarian cruiser	1330	12	6000	Captain E. Koerber	Yokohama
Aspirant	French armoured gunboat	1798	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-boat	—	—	—	Commander Kerihuel	Cape St. James
Argus	French gunboat	123	—	500	Lieut. Jeannel	Hongkong
Caronade	French gunboat	—	—	150	Lieut. Hue	Saigon
Decidée	French gunboat	545	10	1000	Lieut. L'Eost	Shanghai
Descartes	French cruiser	3965	14	5500	Comdr. Amet	Kiukiang
Dupetit-Thouars	French armoured cruiser	10,014	38	20,000		Hongkong
Estoc-on	French sub-marine	—	—	—	Lieut. Coquelin	Saigon
Francisque	French destroyer	303	7	6300	Lieut. Garreau	Yokohama
Froude	French destroyer	350	7	303	Lieut. Saint-Saine	Yokohama
Gueydon	French cruiser	9376	36	20,200	Captain Ridoux	Yokohama
†Guichen	French cruiser	9700	—	—		Yokohama
Henri Rivière	French gunboat	—	—	—	Lieut. Porter	Yokohama
Jacquin	French destroyer	200	6	304	Lieut. Corlouer	Haiphong
Javeline	French destroyer	307	7	300	Comdr. Sagot-Duvauroux	Foochow
Kersaint	French cruiser	1250	6	2200	Commander Simon	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Armbruster	Saigon
*Montcalm	French cruiser	9700	12	19,600	Capt. Martel	Yokohama
Mousquet	French destroyer	307	6	300	Lieut. du Chemin	Saigon
Oiry	French gunboat	—	—	—	Capt. Grellier	Chungking
Pelho	French gunboat	—	—	—	Lieut. Lavissiere	Tongku
Pistolet	French torpedo-boat	350	7	300	Lieut. de Reinach Werth	Baie d'Along
Portee	French sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rapier	French torpedo boat	—	—	—	Lt. Vincent de Brichignac	Foochow
Redoutable	French battleship	9437	8	6071	Reserve	Saigon
Sabre	French destroyer	—	—	—	Lieut. Lebail	Foochow
Styx	French gunboat	1798	10	1700	Capt. Dupries	Saigon
Takiang	French gunboat	—	—	—		Yangtsze
Takou	French destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	French battleship (reserve)	6150	23	4560		Hongkong
Vigilante	French gunboat	123	7	500	Lieut. Brugnon	Hongkong
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Wilken	Japan
Hansa	German cruiser	6230	34	10,000	Capt. Manoeck	Singapore
Iltis	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Hongkong
Jaguar	German gunboat	900	10	1300	Comdr. Kloebe	Hongkong
Luchs	German gunboat	850	10	1344	Comdr. Hartog	Hongkong
Möwe	German gunboat	1009	8	875	Comdr. Lubbert	Tsingtau
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Muller	Tsingtau
Taku	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tsingtau
Tiger	German gunboat	900	10	1300	Comdr. Abeken	Hongkong
Tsingtau	German gunboat	170	5	1300	Capt. Lieut. Giebler	Canton
Vaterland	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yangtsze River
Vorwarts	German gunboat	—	3	500	Capt. Lieut. Ferbont	Yangtsze River
Calabria	Italian cruiser	3000	—	—	Capt. Marence	Saigon
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	28	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1960	14	4000	Captain d'Antas Ribeiro	Macao
Dio	Portuguese gunboat	720	—	—	Captain Continho	Macao
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
†Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Callao	U. S. gunboat	208	10	600	Lieut. Dismukes	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Woosung
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1988	Comdr. P. E. Sanyer	Manila
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Hongkong
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milhon	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander C. B. Harbo	Manila
Ohio	U. S. battleship	12,000	—	—	Captain Logan	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Paragua	U. S. gunboat	201	3	250	Capt. Bennett	Manila
Rainbow	U. S. cruiser	4000	14	—	Capt. Cawles	Manila
Raleigh	U. S. cruiser	3213	18	7500	Capt. F. F. Fletcher	Manila
San Francisco	U. S. cruiser	4098	27	9213	Captain Very	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1367	6	1894	Commander A. W. Dodd	Canton
Wisconsin	U. S. flagship	12,000	50	12,609	Captain Drake	Manila

‡ Flagship of Rear-Admiral Folger.

There is also a Philippine U.S. Squadron.

* Flagship of Vice-Admiral Richard, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11a.m. Now Advertisements should be sent in before 3

G. M. BAIN.

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With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

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Per Case of 48 Pints	$6.50
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PARIS AND EUROPE:—Mayence, Favre & Co., 18 *Rue de la Grange Bateliere, Paris*. The Rev. Dr. Hart, D.C.L., 12 *Rue Vivienne, Paris*.

NEW YORK:—The Chinese Evangelis Office, 52, *West 22nd Street*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Kelly & Walsh, Ltd., *Singapore*.

PHILIPPINE ISLANDS:—A. S. Watson & Co., *Manila*.

CHINA:—*Amoy*, H. Crosbey, Esq., c/o N. Moalle & Co., Ltd. *Foochow*, Brockett & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Walsh.

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Hongkong, September 4, 1906.

DEATHS.

WILSON.—On August 28, on board the "Kosai Maru," off Shanghai, Emily Charlotte, the beloved wife of Alexander S. Wilson, aged 58 years.

CUTFORTH.—On the August 29, at the General Hospital, Shanghai, Emily Cutforth, aged 29 years.

MEMOS. FOR TO-MORROW.

Auctions.

11 a.m.—Auction of Furniture & Miscellaneous Goods, at Mr F. Kiene's Sales Rooms.

11 a.m.—Auction of Household Furniture, &c., at Messrs Hughes & Hough's Sales Rooms.

Miscellaneous.

9.30 a.m.—Military Gun Practice.

General Memoranda.

THURSDAY, September 6:—
5 p.m.—Meeting of Peak Church at St. Paul's College.

SUNDAY, September 9:—
Goods per *Manila* not cleared at 4 p.m. on this date subject to rent.

MONDAY, September 10:—
11 a.m.—Auction of 64 Decauville Trucks, &c., at Hongkong & Kowloon Wharf & Godown Co.'s Godowns, Kowloon.
Goods per *Salazie* unclaimed after this date at Noon will be subject to rent and landing charges.
Goods per *Ghazee* undelivered after this date subject to rent.

TUESDAY, September 18:—
10 a.m.—Auction of Sundry Naval and Victualling Stores, at H. M. Naval Yard.

The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 4 1906.

POPULARISING THE ARMY.

Great Britain has managed up to the present time to maintain her position as the foremost nation in the world with the assistance of a voluntary army. No compulsion is exercised to induce young men to join the ranks. While this plan has enabled her to hold her own in the past the future does not look promising. An increasing reluctance is shown by the youth of Great Britain to exchange the freedom of civilian life for the restraint of barrack life. This is due to several causes. Although the pay received by British soldiers is high compared with that given to any other troops in the world, except Americans, it is necessarily less than could be made in any industrial pursuit. Even when the counter-balancing advantages of free living and clothing are taken into account the occupation of soldiering does not compare favourably with those of the civilian. Also it must be borne in mind that the soldier only enlists for a limited period and at the end of his service he is turned adrift on the world without knowledge of any trade and unfitted by army life to enter with much prospect of success upon the struggle for existence. This is in all probability the explanation of the increasing indisposition lately shown to don His Majesty's uniform. Assure the men who contemplate entering the army that they will be assisted to learn a trade and will have a fair chance of employment when their term of service has expired and the probability is that recruiting will be much easier. This is now to be done. The committee appointed by the Home Government to inquire into this matter has brought down a number of suggestions which are certain to be adopted. A new national association, it is suggested, should be formed whose sole duty will be to provide employment for ex-soldiers and ex-sailors. This organisation would receive an annual grant of £16,000 from army and navy funds and would also depend largely upon voluntary subscriptions. The beneficiaries would have priority in regard to numerous positions in the government service which their former experience fitted them for, such as in the police, the Customs preventive service and so forth. The committee recommends that, during his military career, every soldier should be required to learn some description of technical work, certificates for proficiency being granted. Further it is recommended that facilities should be given to those who wished it, to obtain training in work likely to be of use should they emigrate. Altogether it looks as if a genuine effort is being made to improve the lot of the men who devote the best part of their lives to assuring our safety for a miserably inadequate return.

There is something almost pathetic in the long, glowing descriptions of the air-ship with which Mr Walter Wellman was to seek the North Pole, which appear in the American papers to hand by the last mail. Underlying most of them seemed to be a sanguine belief that the attempt would be successful, although in Europe in more than one quarter Mr Wellman was looked upon more as an adventurer than a scientist. In fact in Paris it was bruited that the expedition would never start. It did, however, and so long as the air-ship had the railway and the steamer to transport it it fared north at a great rate. Directly however the point was reached from which it was to start on its own account for the Pole, the expedition was broken up. This calls for a lot of explanation. All the descriptions of the air-ship which have come to hand state that it has been built with such extraordinary care that it was almost impossible that any accident could happen to it. Mr Wellman will have a difficult and unenviable task in proving that he is not to blame for this humiliating end to an enterprise which was entered upon with such confidence and assurance.

LOCAL AND COAST NEWS.

A prominent Tokyo merchant proposes to establish a Commercial School in Corea at a cost of Yen 300,000.

Up to July 2 there were over two hundred applications by Japanese for mining concessions in Corea.

A general meeting of the Bank of Japan was held on August 18, when a dividend of 6 per cent was declared.

The Kobe City Assembly has appointed a committee for the purpose of accelerating the carrying out of harbour scheme.

During the seven months July 31st the Singapore Kranji Railway earned $113,103.22 or six thousand dollars odd less that last year.

The Japanese Criminal Code Revision Committee has decided to recommend that the age of responsibility for criminal offences shall be raised to fifteen.

There were 312 European and 161 Chinese visitors to the City Hall Library, 122 European and 2,281 Chinese visitors to the Museum during the week ending 2nd Sept.

The Yokohama Electric Tramway Company applied to the Kanagawa Prefectural office on August 21, for permission to raise the present uniform fare of three sen to four sen.

The following telegram has been received from the Colonial Secretary, Singapore, dated the 3rd instant:—"Hongkong released from quarantine." A similar message has been received from Batavia.

A European sailor was fined $25, at the Magistracy, this morning, for stowing away from Yokohama to Hongkong by the "Nikko Maru." He pleaded that by mistake he got on board the wrong ship.

Two Chinese women were fined $100 each, at the Magistracy, this morning, for keeping a gambling house, and five others $15 each for playing in the house. The school was a wealthy one, the women having $50 or $60 between them.

H. E. Tuan Fang has sent in a memorial to the Throne with reference to the fatal explosion in the compound of his residence on the 18th inst. in connection with the trial of a cinematograph apparatus, asking for an adequate punishment to be meted out to him by Imperial command, because the accident was owing to his having brought the machine to China.

An order in council prohibits the importation into the Straits Settlements of the British trade dollar, the Mexican dollar, the Japanese yen and the Philippine peso, change of these dollars, all silver coins issued in China, and all bronze coin from Hongkong, British North Borneo, Sarawak and Brunei. The order does not deal with Dutch money. The Federated Malay States and the state of Johore are exempted from the operations of the order.

Band at Kowloon Hotel.

By kind permission of Lieut.-Col. C. H. U. Price and Officers, the band of the 129th Baluchis will play the following programme, during dinner, at the Kowloon Hotel, this evening, at 8 o'clock (weather permitting.)

March	'Blue Bell'	Dix
Overture	'French Comedy'	Keler Bela
A. Song	'Still as the night'	Bohm
B. Ballet Music	'Alceste'	Gluck
Selection	'Mikado'	Sullivan
La Tarantelle de Bolphegor		Albert
Sketch	'The Husking Bee'	Thurban
Selection	'The Geisha'	Jones

"GOD SAVE THE KING."

NOT IF AS RICH AS ROTHCHILDS.

IF you had all the wealth of Rothchilds, you could not buy a better medicine for bowel complaints than Chamberlain's Colic, Cholera and Diarrhoea Remedy. The most eminent physician can not prescribe a better preparation for colic and diarrhoea, both for children and adults. The uniform success of this remedy has shown it to be superior of all others. For sale by all chemists and storekeeper.

BY TELEGRAPH.

SPELLING.

AMERICA'S EXPERIMENT.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, September 3.

President Roosevelt, speaking with regard to the introduction of simplified spelling, stated that if the system recently inaugurated in public documents meets general approval and support it would be made permanent, otherwise it would be dropped.

THE LATE LADY CAMPBELL-BANNERMAN.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, September 3.

Sir Henry Campbell-Bannerman has arrived in London, together with the remains of Lady Campbell-Bannerman.

[REUTER'S SERVICE.]

CRICKET.

LONDON, September 2.

The final positions of the County Championship are:—
Kent won 16, lost 2, drawn 4.
Yorkshire won 17, lost 3, drawn 8.
Surrey won 18, lost 4, drawn 6.

THE CUBAN INSURRECTION.

LONDON, September 2.

There is a serious recrudescence of the insurrection in Cuba, and an outbreak at Santiago is causing great concern at Havana.

ACCELERATED C. P. R. MAIL SERVICE.

A Large Saving.

LONDON, September 2.

The *Empress of Ireland* has arrived at Quebec in 6 days, 7 hours, and fifty seconds. The mail is expected to reach Hongkong in nearly a week's less time than the mails via Suez.

MILITARY MANŒUVRES.

A German Parade.

LONDON, September 2.

Mr Haldane was an interested spectator at the annual Autumn parade before the Kaiser, which was a most brilliant spectacle.

Mr Haldane after the parade attended a banquet at the Castle and conversed with the Kaiser.

French Display.

LONDON, September 2.

General French attended the French military manœuvres, and was present at a banquet, at which General Michel specially alluded to his presence as evidence of King Edward's exceptional sympathy with France, and of the cordiality of Anglo-French relations.

The General then gave the toast of "the Aldershot Army Corps and its valiant officers."

A sharp shock of earthquake was experienced in Kobe on the 17th inst. The centre of the disturbance was calculated to be in Osaka Bay.

Until the rice is harvested, there will continue to be privation in the North-east provinces of Japan. The authorities are striving to meet the situation.

At the request of the Controller-General Sir Robert Hart has handed in a detailed list of the number of foreign and native employés in the I.M.C. service, their monthly pay and other particulars.

Three successive audiences have been granted to H. E. Tuan Fang alone to report on the constitution. Their Majesties are so interested with the report that constant questions are said to have been asked.

A Night School.

A practical night school for men is being opened at 34 Queen's Road Central by the Chinese Young Men's Christian Association, on Monday, the 17th. With larger and better quarters the Association has been enabled to enlarge the courses of study in the evening classes, the services of several more expert teachers have been secured, and a Special Course in English has been made a permanent feature of the School. The Association Night School extends a cordial invitation to all young men who desire to make good use of their evenings to attend one or more of the classes which will be conducted during the ensuing term.

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Chamberlain's Cough Remedy quickly cures these ailments and counteracts any tendency toward pneumonia. It is made especially for these and similar ailments and can always be depended upon. For sale by all chemists and storekeepers.

BY TELEGRAPH.

OFFICIAL CHANGES.

(Chinese Mail's Service.)

PEKING, September 3.

Imperial Edict of September 2:—

Tuan-Fang has been appointed Viceroy of Liangkiang vice Choufu.

Choufu has been appointed Viceroy of Minchi.

Yang Shi Ki has been appointed Governor of Shantung.

[A sketch of Tuan Fang's life was published recently on the occasion of the fatal explosion in his Yamen. Choufu whose position he has taken is, according to *Who's Who in the Far East*, a native of Anhwei. He was appointed Customs Taotai at Tientsin in March, 1882; acting Salt Commissioner at Chang-lu, 1886; Judicial Commissioner, Chihli, 1888; Financial Commissioner, Szechwan 1899 and in Chihli, 1901. He was raised to the rank of Governor of a Province in 1901, acted as Governor of Shantung in 1902 and as Governor-General of Liang-Kiang since 1904. In 1905 he was accused of giving up Chinese rights to foreigners. Yang Shi-Ch'i (?) is stated by the same authority to be Vice-Director General of the China Merchants Co. and Chinese Commercial Telegraphs and representative of the Shangpu, 1906. He had been recommended for the post of Associate Director of the proposed Peking-Kalgan Railway.—Ed., *C.M.*]

CHINA'S CONSTITUTION.

PRELIMINARY STEPS.

(Chinese Mail's Service.)

PEKING, September 3.

The following Imperial Edict was issued yesterday:—

Official etiquette and regulations are matters of grave importance. While it is necessary to take into consideration the usefulness of some of our old systems, it is also essential to look into those adopted by various countries. Matters of this kind should be carefully weighed by the mind . . . . . Thus it can be expected to carry out the change with hope of success.

Duke Tsai Chi, Na Tung, Wing Hing, Prince Chun, Fu Chun, Ti Liang, Chang Pei Ki, Tai Hung Chi, Ki Powa, Chu Siang Chang, Luk Yang Chang, Yuan Shi Kai, are hereby directed to consider matters in connection with the change of official etiquette. They are further directed to be loyal in devoting their energies to the work.

Tuan Fang, Chang Chi Tung, Shing Yun, Sik Liang, Choufu, Shum Chun Hsen, are further directed to select high officials to proceed to Peking to hold consultations in conjunction with the above mentioned Princes and Ministers.

Prince Kung, Sun Ka ai, Ku Hungki, are appointed to decide matters at a consultation to be held after approval by the Throne.

AN IMPORTANT EDICT.

Advice from the Emperor.

(Chinese Mail's Service.)

PEKING, September 3.

The following important Imperial Edict, dated September 2nd, has been published:—

By order of Her Imperial Majesty, Empress Dowager Tsz Hi, I, Emperor of China, decree as under:—

From the beginning of our Empire our forefathers—Emperors, Civil and Military officers—tradition after tradition, never departed from the principle of introducing new legislation from time to time as required. At the present time when intercourse is opened with all countries good systems of Government are constantly being taken advantage of. The governmental system of our country has been long stationary, with the consequence that it has been productive of immense corruption, which is responsible for the dangerous internal position of the Empire and also accounts for the pressing of external woes (?). If we are not to further our knowledge, we cannot on the one hand do our duty satisfactorily to the feelings of our forefathers, while on the other, we cannot comply with the desire of our ministers and people for the peace of the country. It is with this end in view that a commission was sent abroad to study the various systems of government.

Duke Tsai Chi and others have now returned. In their petition they state that the delay in the development and advancement of our country is owing to the interruption of communication between the high and low, as well as to the misunderstanding which is existent with foreign countries.

Officials are ignorant as to how to protect the people and the people are ignorant of how to protect the country.

The fact that other countries have become powerful is because of their governmental systems being on a constitutional basis. Public (affairs) are discussed by officials and people alike. The best suggestions are adopted and limits of official powers clearly defined. The control of the country's finance and political affairs rest with all people alike. Now to acquire a thorough knowledge of a constitutional system in order that all people will be at peace with one another, other countries must be looked upon as our teachers At the present moment, every care must be taken in selecting the best governmental methods of all countries towards our purpose for a constitution.

What is now decided is that the executive power is to be vested with the Throne while the legislation is to be in the hands of the people, in order that the everlasting foundation of our Empire may be secured. But now all regulations in connection therewith are not yet prepared and the knowledge of the public is still confined in a small scope. In the event of a constitution being granted forthwith, which will undoubtedly turn out with fruitless consequence, how are we to do our duty to the satisfaction of the public and to secure their entire confidence? In order to dispense with all corruption....., it is imperative that official etiquette be entirely changed and the codes of law clearly defined.

It is further necessary to develop Education, control our Finance, reorganise our Army, and establish police throughout the country; to make the public have a thorough knowledge of a constitution and to be ready for it. All ministers and officials are directed to exert their energies towards that end, and in the space of a few years it is hoped that the public might know. Then an investigation will be instituted and selection will be made for the best systems of all countries, when a further announcement regarding the granting of a constitution will be made .....All Viceroys and Governors are instructed to proclaim same to the public and urge them to devote their utmost energies to Education in order to fit themselves as citizens for a constitutional country.

BY WHARF AND WAVE.

The s.s. "Kinki-maru" ran ashore on the southern coast of Saghalien and it is stated she will become a total loss. She is of 1,419 tons and is owned by the Japan Shipowners' Association.

According to a Kure telegram to the *Mainichi* the labourers at the Naval Dockyard there are giving much trouble. On the night of the 18th over three hundred of them caused disturbances. On August 21, all the labourers of the steam-engine factory rose against their foremen and the officials. The offices were attacked and much damaged and several foremen were seriously injured The men threaten to go on strike. They complain of ill-treatment by the foremen.

Notice is given by Mr T. J. Eldridge, acting Coast Inspector, that the wreck of the s.s. "Yatsuna Maru," sunk in Newchwang harbour off the Custom House in mid-stream, in 5 fathoms of water at low water of tides, has been removed and is no longer a danger to navigation. Vessels are, however, cautioned not to anchor over the wreck, the position of which is shown by range beacons on the south bank of the river.

An accident happened to the river steamer "Kwong Chow" while returning from Macao on Sunday with a large number of excursionists on board. As the steamer was passing the south-west point of Lantao Island one of the rudder chains is said to have snapped with the result that she ran aground. After about an hour on the rocks she was refloated with the ebb tide and was found to be making so little water that it was decided to come on to Hongkong. The passengers were landed and the steamer sent to the Docks for repairs.

Four years ago the "C. H. Watjen" turned up in a dismasted condition near New Guinea—she was on a voyage from New York to Japan with petroleum—and was towed to Singapore at a cost of £2000. Notice of abandonment was given to the underwriters, as it would have cost £15,000 to repair her and then she would have only been worth £9,000, which reads curiously. She was sold for £3000. A case came before the Home courts recently as to whether the vessel was a constructive total loss, and the insurance company had to bear the loss. Mr. Justice Phillimore decided in favour of the plaintiffs, but there are some curious points of insurance law involved.

CHAMBERLAIN'S PAIN BALM.

THIS liniment should occupy a prominent place in every home. It has no equal for its prompt cures of cuts, burns, bruises, and sprains. For sale by all chemists and storekeepers.

THE ALLEGED BRIBERY CASE.

Defendant Committed for Trial.

The hearing the charges of bribery preferred against Sanitary Inspector H. J. W. Gidley was continued by Mr Gompertz, at the Magistracy this afternoon.

Mr F. B. L. Bowley (Crown Solicitor) prosecuted and Mr C. D. Wilkinson represented the defendant.

Mok Hon Shang, rice broker, deposed that he had known Chak Hok King for over ten years and he did broking business with the Yuen Fat Hong. In addition to this witness acted as broker and runner for Lik Kee. Witness knew the defendant, having first seen him about the 10th. moon last year. He first met defendant when Lik Kee took him to defendant's family house. Lik Kee introduced witness to defendant as his friend and added, "If there is any business or when the numbers for concreting are out inform him." Witness wrote exhibit E. (a piece of paper with his address on it). Defendant told the Indian clerk when he wrote out the numbers to send them to Lik Kee. Defendant said he would send the Indian clerk with witness to serve the notice. Defendant asked witness if he had a business card and witness had none and replied that he did not know whether Lik Kee had or not. Defendant then said that Lik Kee's shop name could be written on a piece of paper. Witness went out with the Indian clerk to serve the concreting notices and when the notice was served on the Yuen Fat Hong witness handed them the piece of paper with Lik Kee's name and business written on it. This was the paper produced. Witness remembered being sent on one occasion by Lik Kee to the Yuen Fat Hong. This was after he left the piece of paper, about the 10th moon. Witness went to the Yuen Fat Hong and after a conversation was given a piece of paper (Sanitary Board notice) which he took back to Lik Kee. After witness had told Lik Kee (Chak Hok King) all about it he went out taking the papers with him. The next day witness went to the Yuen Fat Hong and saw the accountant give some bank notes to a *fokí* named Kwok—$250. After Kwok had received the notes witness went with him and Kwok gave the money to Lik Kee. Kwok then went away and on his return witness went to the Yuen Fat Hongs in Queen's Road West with him. A *fokí* accompanied them. At the houses they waited for some time and defendant arrived accompanied by a man with a pick-axe. Witness did not go inside and after the defendant had finished with the houses they went to No. 3 Queen's Road West. Here again witness waited outside and after the others came out they went to the Yuen Fat's place of business. After this defendant and Lik Kee were talking together and witness returned to Lik Kee's shop. Lik Kee returned between two and three o'clock and gave witness the two Sanitary Board notices with something written on them in red ink. Witness returned the papers to the Yuen Fat. Witness remembered the business about concreting in the 12th moon. Someone from the Yuen Fat came to Lik Kee's shop and witness went to see about the matter and was given another Sanitary Board notice which he took back to Lik Kee. Next morning the Yuen Fat's accountant paid witness $50 and witness in turn handed it to Lik Kee. The latter took the money and when he came back said the inspector would go and inspect the places—the Yuen Fat's godowns. The inspection took place and the notices were returned as before. Witness received $10 out of the $250 and $3 out of the $50.

Cross-examined—Witness was well known at the Yuen Fat Hong. The slip in question was the first of the kind witness had taken out. He took several out the same day. When he went to defendant's house he saw defendant in the writing room. He saw two women there. They were not in the same room.

That concluded the case for the prosecution.

Mr Wilkinson, addressing the Court, submitted that in view of the evidence called by the prosecution the defendant should be discharged. There was no evidence which would justify His Worship in presuming that defendant was guilty or sending him for trial. The sole evidence was that of the self-convicted man, Chak Hok King. Assuming for the sake of argument that defendant was guilty, the position was that there was only the evidence of an accomplice against him. It was a well-known rule of practice that a man should not be convicted on the uncorroborated evidence of an accomplice. He submitted that what was probably the case was that Chak Hok King had obtained the money by false pretences from the Yuen Fat Hong and concocted this tale of bribery to save himself from a more serious charged than of offering a bribe, that of obtaining money by false pretences. He submitted that there was no evidence of neglect of duty. Defendant had passed the floors in good faith. It would be impossible for a jury to convict on the evidence of Chak Hok King.

DEFENDANT'S STATEMENT.

The defendant desired to make a statement and said:—

The story told by Chak Hok King is utterly untrue. I have never at any time accepted bribes from him or from anyone else. I remember the occasion of my visiting the houses in question under warrants which enabled me to take up and examine the ground floors of the houses. Those warrants were given to me as plague inspector and I conceived it to be my duty then, as I always have done, not to examine the house to ascertain if they were built in accordance with the provisions of the Building Ordinance but to examine the ground floors with a view to ascertaining if there were any reasonable grounds for fearing that plague germs might be introduced through the floors, as would be the case if they were broken up or in an apparently bad condition. My instructions are to do as little damage as possible, and if, there ore, when there does not appear to be any reasonable grounds for believing the floors may be in a bad condition I do not consider it my duty to make holes in them. I did make a certain number of holes in these houses and examined the concrete which seems to me to be sufficiently good to render it unnecessary for sanitary purposes that I should require it to be relaid. In the case of each house I carefully thumped over every part and could tell by the sound that the ground was solid and the same all over. I can give no explanation of the charge having been made against me by Chak other than that suggested by my solicitor that on false pretences he himself received money and has pocketed it. I have had very little to do with the man. Before I examined the houses in question he told me he represented the owners and asked me to let him know when I proposed to examine them and I did so.

That is my statement.

Defendant did not desire to call any evidence and was committed for trial at the next court of Criminal Sessions.

Bail was allowed as before in the sum of $500.

S. C. FARNHAM, BOYD & CO., LD.

(IN LIQUIDATION.)

The final meeting of the above Company, to receive the report of the liquidators, was held at 26, Broadway, Shanghai, on Aug. 31. There were present: Messrs. J. Prentice and H. von Rucker (Liquidators), J. H. Teesdale (Legal Adviser), A. E. Anderson (Acting Secretary), D. Canston, W. G. Pirie, E. O. Cumming, J. M. Young, G. B. Potts, J. G. Mackenzie, H S. Robertson, A. Murphine, W. Taylor, T. Stewart, and M. Houston (shareholders).

M. J. Prentice read the following report:

In accordance with the resolutions passed at the Extraordinary Meeting of Shareholders in S. C. Farnham, Boyd & Co., Ltd., held at the Head Office, 26, Broadway on Tuesday, January 23, 1906, at 5 p.m., and on Wednesday, February 14th, 1906, at 5 p.m., viz:

1.—That it is desirable to reconstruct the Company and accordingly that Company be wound up voluntarily and that Liquidators be appointed for the purpose of such winding up.

2.—That the said Liquidators be and they are hereby authorised to consent to the registration of the new Company to be named:—"The Shanghai Dock and Engineering Company, Limited," with a Memorandum and Articles of Association submitted at this Meeting to the shareholders and if approved, to be confirmed at a subsequent Meeting.

3.—That the said Liquidators be and they are hereby authorised to take all such steps as may be necessary to transfer the Assets and Liabilities of the old Company to such new Company, and carry into effect the two foregoing Resolutions, and such Liquidators are further authorised pursuant to section 149 of the Companies Ordinance of Hongkong No. 1 of 1865 Part 4 to enter into an agreement with such new Company, when incorporated, and to carry the same into effect.

4.—That John Prentice, Heinrich von Rucker, Sir Charles Dudgeon and William Jardine Gresson, be and are hereby appointed the Liquidators. For the purpose of carrying the foregoing resolution into effect the Liquidators now beg to submit to the Shareholders their report.

The reconstruction of the Company has been duly carried into effect and the reconstructed Company came into existence at and from the 1st of May last under the name and style of.

THE SHANGHAI DOCK AND ENGINEERING COMPANY, LIMITED.

The winding up of S. C. Farnham, Boyd and Co., Ld., has been completed, and the Assets and Liabilities have been transferred to the renstructed Company.

The Accounts, duly audited, are on this table.

Shares in S. C. Farnham, Boyd and Co., Ld., have been exchanged for shares of an equal number and equal par value in the reconstructed Company.

Shanghai, August 31, 1906.

(Signed) JOHN PRENTICE, H. VON RUCKER, } Liquidators.

The following resolutions were then put to the meeting and carried nem. dis.

Proposed by Mr J. Prentice, seconded by Mr J. M. Young: That the accounts submitted to this meeting and showing the manner in which the winding up has been conducted and the property of the Company disposed of, be received and adopted.

Proposed by Mr H. von Rucker, seconded by Mr G. H. Potts: What the books and accounts and documents of the company and of the liquidators, be handed over to the Shanghai Dock and Engineering Co., Ld.

This concluded the business of the meeting.

According to a native paper, messengers have been dispatched to Tientsin to procure twenty-two bicycles which are to be used by orderlies attached to the Sixth Division of the Peiyang Army.

Floods in China.

A traveller recently returned from Kiukiang reports that the river is exceedingly high, especially between Wuhu and Chinkiang. The country on both sides is flooded, and there is the prospect of much suffering during the coming winter. The last accounts are that the floods at Ichang will probably swell the Yangtze even more than at present. There was serious danger of an overflow at Hankow last week.

A Constitution for China.

In a leading article on Aug. 24 the *Jiji* states that China's constitutional scheme is marked by moderation and discretion, as it is proposed that there should first be representative government in the provinces, simultaneously with an improvement in communications. If it is found that there is no popular demand for representative government, the scheme may be abandoned at any time. The Powers, however, ought to assist and guide China in her admirable aspirations.

THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was being held as we went to press this afternoon.

C. S. O. PAPERS.

A reply was received from the Government to the point raised by Mr Shelton Hooper at last meeting of the Board with regard to Crown Solicitor's Opinion papers.

The Hon. Colonial Secretary wrote:—With regard to your letter forwarding a copy of the following resolution adopted *nem con* by the Sanitary Board—"That His Excellency the Governor be asked if he has given any directions to the Administrative Head of the Sanitary Department or to the President of the Sanitary Board to withhold from the Board any C. S. O's dealing with matters which have been considered by the Board"—I am directed to state that His Excellency has issued instructions that all communications of the Government with the Sanitary Board are to be by letter, and that the papers of this office, on which matters are discussed between officers of the Government, are only to be sent to such officers.

Mr A. Shelton Hooper minuted—As this subject is intimately connected with the question of administration about which the Commission will report to the Governor direct I see no useful purpose in dealing further with it at the Board.

The Hon. Mr E. A. Hewett—The form to be adopted by the Government in communicating with the Sanitary Board is of course a matter to be decided by His Excellency. The resolution passed by the Board was somewhat hastily drawn up and on further consideration might well have been better and more clearly worded. I understand what was proposed really amounted to this: That all communications from the Government to the President in his capacity as President and not as P. C. M. O. must be communicated to the Board. That the President of the Board must not carry on correspondence with the Government—or anyone else—in his capacity as President—without the full knowledge of the Board. The P. C. M. O. holds a very different position towards the Government than the President of the Board and in the former capacity the Board has nothing to do with the work of the President.

DISINTERMENT OF BODIES.

The committee consisting of the Hon. Mr A. W. Brewin, Mr Fung Wa Chun and Mr Lau Chu Pak, which was recently appointed to make recommendations relative to the disinterment of dead Chinese bodies, delivered its report. The committee recommended that disinterment should be carried out at the close of seven years after burial—the disinterment to be confined to the free section of the cemeteries and the graves in the other section to remain undisturbed. The work of disinterment should be undertaken by the Tung Wa Hospital and the cost defrayed by the Government. Six months notice should be given by posting notices near the cemetery and by advertisement in the press before the work commenced.

Hon. Mr Hewett minuted—This requires discussion.

OUR WATER SUPPLY.

The Government Analyst in reporting on the condition of the Colony's water added a minute dealing with the question of good and bad water brought up at last meeting.

Mr F. Browne wrote:—I have the honour to request that permission may be obtained to attach the enclosed minute for circulation with the monthly analysis of the public water supplies. Owing to a statement made at the last meeting of the Sanitary Board, it is feared that confidence has been shaken as to the quality of the water and the methods hitherto employed for analysis. By mere coincidence the routine bacteriological examinations (arranged for some time ago) have been commenced during this month by the Bacteriologist. These latter reports will, I presume, be published by the Water Authority and an idea may get abroad that the recent discussion has shown up a faulty and therefore practically useless method of examination, which has now to be supplemented by additional bacteriological tests.

The minute read: At the last meeting of the Sanitary Board there seemed to be a little misapprehension on the part of some members as to the conclusions which might be drawn from a chemical examination of waters. Applying this method of testing (1) to the systematic examination of waters such as the monthly examinations of the public supplies, in such numerous tests are performed, so that it is easily possible to see whether a water deviates in any particular form from month to month. Should a water become polluted so as to be dangerous, the contamination would be at once discovered. The chemical method in such systematic analysis is in itself sufficient for ensuring the safety of the water supplies, but for many years a bacteriological test (the sugar test for the detection of sewerage) has been applied to all waters so as to have an additional means of detecting impurity. Speaking as one practically familiar with modern chemical and bacteriological methods of testing water, I am satisfied that no one in this Colony need have the slightest anxiety as to the water supplies after they have been certified to answer the usual tests. The subject chemical *v.* bacteriological methods of analysis is somewhat controversial so that I do not wish to extol one method at the expense of the other. It might be well perhaps to state that I do not wish in any way to underestimate the usefulness of a bacteriological examination as an additional check on the purity of the waters and the efficiency of filtration.

(2) With regard to occasional chemical examinations, such as of shallow wells, in most cases the chemical analysis affords clear and conclusive evidence, but sometimes a well is submitted, which, although not at the time of analysis showing any dangerous pollution, has displayed certain characters that at once point to possible future contamination. Such a well is usually examined and reported upon again after six months, and several such wells here have been subjected to such extra scrutiny. Difficulty with such wells is not experienced only in chemical examinations. The Chinese are not very particular as to the cleanliness of the vessel used for drawing water. Moreover impurities are continually dropping in from the surface, so that I doubt if hardly a well in this Colony would pass the customary bacteriological tests, unless such accidental impurity be allowed for. Even in England the same difficulty is experienced with shallow wells.

Attention is drawn to the almost complete immunity during many years of this Colony from water-borne disease, a fact which in itself speaks volumes for the efficacy of the methods employed in this laboratory. It was unfortunate that two opposing reports on the water of a well were recently submitted to the Board. The samples were taken at different times, the draw-vessel in the one case may not have been scrupulously clean, or a searching inquiry might have shown some quite accidental circumstances, which might cause two workers to arrive at different conclusions. It would have been quite easy for the Bacteriologist and myself, after further experiment, to have arrived at an agreement as to the potability or otherwise of the water in question.

AN APPLICATION REFUSED.

The argument of an application to dismiss the action brought by Wong Siu Chai and others against Tsoi Kwai Ng for money due on promissory notes was set down for this morning in the Original Jurisdiction of the Supreme Court, before His Lordship Sir Francis Piggott (Chief Justice).

Mr M. W. Slade (instructed by Mr G. K. Hall Britton) appeared for the plaintiffs, defendant being represented by Mr H. G. Calthrop (instructed by Mr A. Holborrow, of Messrs Deacon, Looker and Deacon).

Mr Calthrop applied for an adjournment on the ground that he had only been instructed that morning and had not been able to go through the papers.

The Chief Justice granted an adjournment until 2.30 p.m., but upon the case being called then Mr Calthrop did not appear.

The application was for a dismissal of the proceedings on the ground that the action was vexatious, that the cause of action arose in Canton, that questions of Chinese law would arise and that it would be better to have the action tried in Canton.

Mr Slade's contention was that as defendant was a British subject it was right that the action should be tried in Hongkong.

As Mr Calthrop did not appear to argue the case the application was dismissed with costs.

BIG FIRE AT SHANGHAI.

A Seven Hours' Blaze.

The Shanghai Fire Brigade were provided with a hard day's work on August 31, an outbreak occurring at No. 52 Taku Road, at 11 a.m. and the fire spreading to such an extent that it was 6 p.m. before the Chief Engineer was able to decide that the scene could be left.

The fire bell changed seven bells at 11.15 a.m. and, although one or two reels went astray, the majority of the Brigade were soon in Morriss's village where a fire of tremendous proportions was raging. Taku road was fire swept for quite a long distance and the high wind carried the flames to surrounding property very rapidly. Fortunately the wind blew the flames, sparks and burning wood over the ditch into the Race Course enclosure; had it been in the opposite direction the flames would have obtained such fuel that the fire might have spread to a vast area. There was a shortage of water, only one standpipe being available for some time. This was situated in Chungking Road and it carried water to a tank from which two streams were pumped by an engine. By using many lengths of hose water was obtained from Mohawk Road later. The heat was intense, in fact it was unbearable in some of the adjacent narrow streets. All the Chinese houses in the vicinity were rapidly emptied of their household effects, and Chinese, shouting and yelling, were running here, there and everywhere, carrying old furniture, gods, etc. The sparks, at about 0.30. p.m. set fire to a matshed near the Recreation Club pavilion. A reel was dispatched from the Brigade and the coolie corps from the Louza Police Station also went to the scene. This outbreak was quickly got under. The fires in Taku and Mohawk Roads kept the Brigade hard at work until late in the afternoon. The men worked splendidly in the blazing sun, and in heat and smoke from the fire. Thanks to some kind ladies and gentlemen living in the vicinity very necessary refreshment was to be had during spare moments when it was found that the work would be prolonged. The property is reported to be mostly uninsured, Mr Henry Morriss being the owner of practically all the houses destroyed—some 150 to 160.—*N. C. Daily News.*

It is of interest to note that the Danish steamer "Kina" now at Singapore was formerly the Bibby liner "Lancashire," and at the time of her launch was the largest cargo steamer afloat. The "Kina," as she is now called, is homeward bound with a general cargo from Vladivostock. She has four masts and is of 2,756 tons with 3,200 horse power.

A GOOD FAMILY LINIMENT.

EVERY family should be supplied with a bottle of Chamberlain's Pain Balm. For cuts, bruises, burns, scalds or similar injuries, which are of frequent occurrence in every household, there is nothing so good. It cools and soothes the wound and not only gives instant relief but brings out a speedy and permanent cure. For sale by all chemists and storekeepers.

SPORTING.

Another Swimming Fete.

The success which attended the night Swimming Fete promoted by the V.R.C. has resulted in a second one being arranged for Friday, August 14. Additional arrangements are being made to accommodate visitors.

SOCIAL AND PERSONAL.

His Excellency the Governor will be "At Home" at Mountain Lodge on Tuesday, the 11th inst., from 4.30 to 6 p.m.

Messrs R. A. P. Hogan, Gan Teong Tat, and Quah Beng Kee have been elected members of the Penang Municipal Commission.

Mr W. G. Maxwell, who arrived in Penang recently from Home after leave of absence, has assumed the duties of Solicitor-General, Penang.

Mr A. G. Edmonds is on his way to succeed Mr S. C. Yeomans on the *Malay Mail*. Mr Edmonds has been sub editor on two London dailies.

The hearing of the charges against H. C. Hogan and J. B. Robertson, in connection with the business of Hogan and Company, was continued on August 25 before Mr Colman, at Singapore and adjourned until August 29.

At Chefoo on the 18th inst. on board the U. S. S. "Wisconsin," Captain James Thomas Bootes of the U. S. Marine Corps, was married to Miss K. Buck of California. The ceremony was performed on the quarter deck, the battleship being beautifully decorated for the occasion.

It is stated in Penang on good authority that Mr F. J. Hallifax, at present Senior District Officer, Province Wellesley, will be appointed President of the Municipal commissioners of Penang in the place of Mr J. W. Hallifax, who has resigned the post. These two gentlemen, although they bear the same name, are not in any way related to one another.

The wedding of Mr A. Raymond of Hongkong and Miss Richie Silas, eldest daughter of Mr D. H. Silas, of Hongkong, which was celebrated at the "Ohel Leah" Synagogue, Robinson Road, on Sunday, in the presence of a large and fashionable congregation, was an extremely pretty one. The Synagogue was beautifully decorated with palms and white flowers and the service, which is always a most impressive one, was performed by Mr D. H. Silas assisted by H. A. Meyer. The bride, who was given away by her father, was attired in a charming gown of white crepe de chine and anglais hand embroidered moussolin de soie, the entire dress being trimmed with trailing lovers knots of white satin with bunches of orange blossoms and white heather on the bodice and train. The bridesmaids were the Misses S. and R. Judah; they were prettily attired in white silk frocks trimmed with chiffon and lace and carried bouquets which, together with pretty twin brooches, were the gifts of the bridegroom. Mr C. D. Silas acted as best man. After the ceremony a largely-attended reception was held at "Devonia," Peak Road. The presents were numerous and valuable.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 4th at 11.40 a.—The barometer has risen slightly over Japan and the Philippines, and fallen briskly in the neighbourhood of Hongkong.

Probably a depression has formed in the trough to the N.E. of the Paracels. It appears to be shallow and to be moving towards N.W.

Pressure is highest over N. China where it exceeds the normal by about 0.1 inch. Over N.E. Japan it remains low, and in defect between 0.2 and 0.3 inch. It is also over 0.1 inch below the normal in the neighbourhood of Hongkong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.41 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. winds, fresh or strong; squally, rainy.

2.—Formosa Channel: N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamocks: E. winds, fresh.

4.—South coast of China between Hongkong and Hainan: N.E. winds, strong.

Two policemen of Ishikawa prefecture, Japan, have been sentenced to major imprisonment of 6 months each, on the charge of having tortured a man who had been arrested on suspicion of having committed murder.

The Doyen of the Diplomatic Corps has made a representation to the Waiwupu requesting that foreign merchants be allowed to open stores and godowns in the native cities of Shanghai, Tientsin and Changsha. The Ministers of Nothern trade have been consulted, and it is said that the request will be granted.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions, attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhœa Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

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and Apricot Juice.

Hongkong, May 26, 1906. 693

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

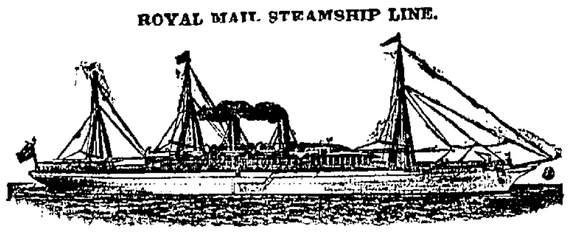
WILL despatch VESSELS to the Undermentioned PORTS on the DATE named.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DEVANHA, T. H. HIDE, R.N.R.	About 6th September.	Freight and Passage.
LONDON, &c.	MALTA, R. A. PETERS	Noon, 8th September.	*See Special Advertisement*
LONDON AND ANTWERP, Via MARSEILLES	JAVA, S. BARCHAM	About 12th September.	Freight and Passage.

E. A. HEWETT, *Superintendent*

P. & O. S. N. Co.'s Office. 96

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedul Service of 11 Days across the Pacific is the 'EMPRESS LINE.' Saving 5 to 10 Days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER

Proposed Sailings. (Subject to Alteration).

R.M.S.		LEAVE HONGKONG	ARRIVE VANCOUVER.
ATHENIAN	3882 Tons	WEDNESDAY, Sept 12	Oct. 6.
EMPRESS OF JAPAN	6000 Tons	THURSDAY, Sept 27	Oct. 15.
MONTEAGLE	6163 Tons	WEDNESDAY, Oct. 3	Oct. 27
EMPRESS OF CHINA	6000 Tons	THURSDAY, Oct. 25	Nov. 12
TARTAR	4195 Tons	WEDNESDAY, Oct. 31	" "

EMPRESS Steamers will depart from Hongkong at 4 p.m.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empress and at Quebec with the Company's new palatial 'EMPRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama and 29 1/2 day from Hongkong.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.
Intermediate on Steamers, " £40. " " £42.
" " " and 1st Class Railways...

R.M.S. *MONTEAGLE*, *TARTAR* AND *ATHENIAN* Carry *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, *Acting General Agent*,
CORNER PEDDER STREET and PRAYA, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HAKATA MARU, Tons 6,156. Capt. T. Murai	WEDNESDAY, 5th Sept., at Daylight.
	SADO MARU, Tons 6,227, Capt. Geo. Anderson	WEDNESDAY, 19th Sept., at Daylight.
	RINGO MARU, Tons 6,243,	WEDNESDAY, 3rd Oct., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	† SHINANO MARU, Tons 6 3-8, Capt. N. Ohno	MONDAY, 17th Sept., at 4 p.m.
	† AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 15th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Tons 5,539, Capt. E. W. Haswell	FRIDAY, 7th Sept., at Noon.
	KUMANO MARU, Tons 5,176. Capt. Hunter.	SATURDAY, 29th Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Tons 5,076, Capt. Hunter	WEDNESDAY 5th Sept., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.	CEYLON MARU, Tons 5,068, apt. K. Kori	TUESDAY, 11th September.
	COLOMBO MARU, Tons 4,709, Capt. J. Nagao	TUESDAY, 25th September.
KOBE AND YOKOHAMA...	AWA MARU, Tons 6,309, Capt. N. Trent	THURSDAY, 6th Sept., at Daylight.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Tons 4,625, Capt. S. Ishikawa	SATURDAY, 8th September.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager*. 103

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain J. H. RINDER. On FRIDAY, 7th Sept., at Noon.

'DAKOTA,' Captain E. FRANCKE..... On TUESDAY, 16th OCTOBER, at Noon.

¶ Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

¶ LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

¶ Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

¶ For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

¶ For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, *Agents*.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	
GLASGOW AND LIVERPOOL	MOYUNE	13th September.
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "
GLASGOW AND LIVERPOOL	CALCHAS	20th "
GLASGOW AND LIVERPOOL	MENELAUS	27th "
GLASGOW AND LIVERPOOL	NINGCHOW	27th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP...	DIOMED	11th September.
* GENOA, MARSEILLES & LIVERPOOL...	PELEUS	20th "
LONDON, AMSTERDAM & ANTWERP...	CYCLOPS	25th "
* HAVRE, ROTTERDAM & LIVERPOOL...	KINTUCK †	3th "

* Taking Cargo for Liverpool at London Rates. † Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL INTERIOR AND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	NINGCHOW	29th September.

WESTWARD.

From	STEAMERS	Due
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	STENTOR	8th September.

For Freight, apply to

BUTTERFIELD & SWIRE, *Agents*.

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CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
NINGPO & SHANGHAI	KIUKIANG †	5th September.
TIENTSIN	HUICHOW	7th September.
CHEFOO & NEWCHWANG	KWEIYANG	8th September.
SHANGHAI	YOCHOW †	8th September.
MANILA	TEAN *	11th September.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA * ‡	5th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

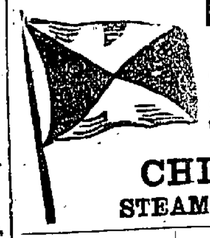
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *AGENTS*.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	*Tons.*	*Captains.*	*For*	*Sailing Dates.*
RUBI	2540	R. Almond	Manila	SATURDAY. 8th September, at 12 o'clock Noon.
ZAFIRO	2540	R. Rodger	Manila	15th September, at 12 o'clock Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., *General Managers*.

22

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

S.S. SOUTH AMERICA.....About 10th October, 1906.

For Freight and further information, apply to

SHEWAN, TOMES & CO., *General Agents*.

725

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK,
(With Liberty to call at MALABAR COAST).

THE Steamship FOXLEY,
Captain BUTCHART, will be despatched for the above ports on or about SATURDAY, the 8th September.

For Freight, apply to
ARNHOLD, KARBERG & Co., *Agents*.

Hongkong, August 31, 1906. 1591

'SHIRE' LINE STEAMERS.

FOR LONDON AND ANTWERP

THE Steamship RADNORSHIRE,
will be despatched for the above ports on or about SATURDAY, the 15th September, 1906.

For Freight & Passage, apply to
SHEWAN, TOMES & CO., *Agents*.

Hongkong, September 4, 1906. 1362

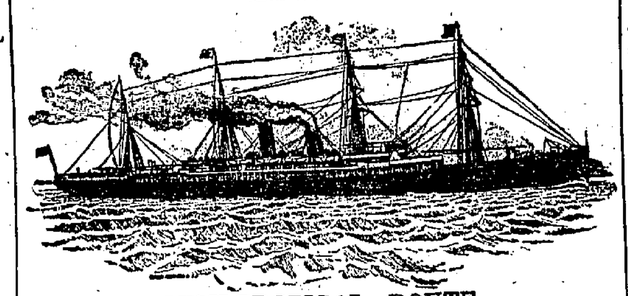
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DORIC	9,500 Gross Tons	...FRIDAY,	14th Sept., at Noon.
COPTIC	9,000 "	...SATURDAY,	22nd Sept., at Noon.
* HONGKONG MARU	11,000 "	...TUESDAY,	2nd Oct., at Noon.
* KOREA	18,000 "	...FRIDAY,	12th Oct., at Noon.
* AMERICA MARU	11,000 "	...TUESDAY,	23rd Oct., at Noon.
* SIBERIA	18,000 "	...TUESDAY,	30th Oct., at Noon.
CHINA	10,200 "	...TUESDAY,	6th Nov., at Noon.
* MONGOLIA	27,000 "	...TUESDAY,	13th Nov., at Noon.
* NIPPON MARU	11,000 "	...TUESDAY,	20th Nov., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco.....s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama.....s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship DORIC will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 14th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, *Agent*. 21

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NIOOMEDIA	4370	G. MEISNER	Sept. 16, at Daylight.
NOMANTIA	4370	FELDTMANN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

2 S. SILVERSTONE, *Agent*.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
† SHANGHAI	*HANGSANG* ...FRIDAY,	Sept. 7, at 4 P.M.
* MANILA	*LCONGSANG* ...FRIDAY,	Sept. 7, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports

‡ Taking Cargo on through Bills of Lading to Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., *General Managers*.

755

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	*Tons.*	*Captains.*	*To Sail.*
* PLEIADES	3753	F. G. Purington	20th September.
* LYRA	4417	G. V. Williams	29th September.
SHAWMUT	9603	E. V. Roberts	24th October.

* Cargo only.

GREAT FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessel ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information Apply to

Dodwell & Co., Limited, *GENERAL AGENTS*.

QUEEN'S BUILDINGS 172

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... ... 50 Cents.

WASHING BOOKS.

(*In English and Chinese*

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 50 Cents.

CHINA MAIL Office, 5, Wyndham Street.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAIMUN,
Captain A. J. Rosson, will be despatched for the above Ports on THURSDAY, the 6th inst., at 1 p.m.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co., *General Managers*.

Hongkong, September 3, 1906. 1734

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *MALTA*, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macedonia*, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arcadia*, due in London on the 21st October, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, *Superintendent*.

Hongkong, August 25, 1906. 1683

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship GLENFARG,
Tons 4000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on TUESDAY, the 11th Sept., at Noon.

S.S. KASATO MARU 6000.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to
K. MATSUDA, *Manager*,
York Building.

Hongkong, August 24, 1906. 1654

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	TO SAIL. 1906.
ATHOLL	About Sept. 11
ERROLL	About Oct. 2

For Freight and further information, Apply to

DODWELL & CO., LTD., *Agents*.

111

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

THE Steamship MONTROSE,
Captain R. GIEGO, will be despatched as above on or about 17th September.

For Freight, etc., apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department,
(Hotel Mansions).

Hongkong, August 17, 1906. 1636

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL. 1379

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A. 1386

SIEN TING,
Surgeon Dentist,
No. 14, D'AGUILAR STREET

TERMS VERY MODERATE
Consultation Free. 628

A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, L.M. Customs.

With WOODCUTS

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life yet written.

Price ... ... 50 Cents.

CHINA MAIL Office, 5, Wyndham Street, Hongkong.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH London 1 day later)
	TONS	Noon Sat'day		TONS	Sunday.	Saturday.
MALTA	6 00	Sept. 8	MACEDONIA	11000	Oct. 7	Oct. 14
DEVANHA	8000	Sept 22	CHINA	8000	Oct. 21	Oct. 28
* OCEANA	7000	Oct. 6	INDIA	8000	Nov. 3	Nov. 10
DELHI	8000	Oct. 20	MONGOLIA	10000	Nov. 17	Nov. 24
SIMLA	6000	Nov 4	BRITANNIA	7000	Dec. 1	Dec. 8
DELTA	8000	Nov 17	MOOLTAN	10000	Dec. 15 1907	Dec. 22 1907
MALTA	6000	Dec 1	HIMALAYA	7000	Dec. 29	Jan. 5
DEVANHA	8000	Dec 15	MOLDAVIA	14000	Jan. 12	Jan. 19
DELHI	8000	Dec 29	VICTORIA	7000	Jan. 26	Feb. 2
ARCADIA	7000	Jan 12, 1907	CHINA	8000	Feb. 9	Feb. 16

* The 'Oceana' proceeds through, and takes passengers for MARSEILLES and LONDON without transhipment.

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONNAGE	Leave HONGKONG		Due at LONDON	
† JAVA	4500	Sept	12	Oct.	29
* MANILA	4500	Oct.	24	Dec.	10
* NILE	7000	Nov	7	Dec.	24
† CEYLON	4500	Nov	21	Jan. (1907)	7
* SUMATRA	5000	Dec.	5	Jan.	21
* NAMUR	7000	Jan. (1907)	2	Feb.	18
* NUBIA	6000	Jan	16	Mar	4
[illegible]	[illegible]	[illegible]		[illegible]	

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† Carry only First Saloon Passengers.

* Carry First and 2nd Saloon Passengers.

For Passage Apply

2291 F. A. HEWETT, *Superintendent.*

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

—:o:—

OUTWARD.

Steamers.	*Destination.*	*To Sail.*
SUEVIA	YOKOHAMA & KOBE.	5th Sept.
SEGOVIA	YOKOHAMA & KOBE.	13th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE.	28th Sept.
* HAESBURG	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SITHONIA	SHANGHAI, YOKOHAMA & KOBE.	14th Oct.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.

HOMEWARD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTY: BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS), also via ADEN or PORT SAID by the 'ARABIC PERSIAN SERVICE' to ARABIAN and PERSIAN GULF PORTS.

Steamers.	*Destination.*	*To Sail.*
* SILESIA, Capt. Bahlo.	NAPLES, HAVRE, BREMEN & HAMBURG, via Singapore, Penang & Colombo.	6th Sept.
HELVATIA, Capt. Neumann,	HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	16th Sept.
* SCANDIA, Capt. Döhren,	NAPLES, HAVRE, ANTWERP & HAMBURG, via Singapore, Penang & Colombo.	20th Sept.
LIBERIA, Capt. Kier.	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	22nd Sept.
SENEGAMBIA, Capt. Peter.	HAVRE & HAMBURG, via Singapore, Penang & Colombo.	2nd Oct.
SEGOVIA, Capt. Schoenfeldt.	HAVRE, BREMEN AND HAMBURG, via Singapore, Penang & Colombo.	16th Oct.
* HABSBURG, Capt. Filler.	NAPLES, HAVRE AND HAMBURG, via Singapore Penang & Colombo.	30th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidship. Lighted throughout by electricity, duly qualified Doctor and Stewardess. on board. Laundry on board.

COAST SERVICE.

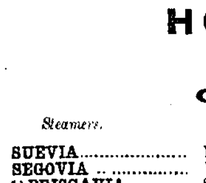
‡ KOWLOON.....SHANGHAI AND CHINKIANG. To follow

‡ Taking Cargo at through Rates to TSINGTAU and CHEMULPO.

For Freight and Passage, apply to

For Steamers of the Coast Service marked ‡ to SIEMSSEN & CO.

HAMBURG AMERIKA-LINIE. HONGKONG OFFICE. 319



OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
† *SOSHU MARU*, Capt. M. NEMOTO,	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW.	FRIDAY, Sept. 7, at Noon.
JOSHIN MARU, Capt. A. OHTA,	TAMSUI, Via SWATOW AND AMOY,	SUNDAY, Sept. 9, at 10 a.m.
AKASHI MARU, Capt. J. A. MERLIN,	ANPING, Via SWATOW, AND AMOY,	TUESDAY, Sept. 11, at Noon.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze & Northern China Ports.

For Freight, Passage and further Information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, *Manager.*

257

Shipping.



IMPERIAL GERMAN MAIL LINES.

—:o:—

NORDDEUTSCHER LLOYD,—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT *GIBRALTAR* AND *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICHN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES. 1906.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GNEISENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec. 1907.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd Jan.

ON WEDNESDAY, the 12th day of September, 1906, at NOON, the Steamship SACHSEN, Captain PETERSEN, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than $99.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG;

	1st Class	2nd Class	3rd Class
To **Naples, Genoa** AND **Gibraltar** ...	£81. 0. 0.	£42. 0. 0.	£22. 0. 0.
RETURN	91. 0. 0.	63. 0. 0.	33. 0. 0.
To **Southampton, London, Bremen** AND **Hamburg**	65. 0. 0.	44. 0. 0.	24. 0. 0.
RETURN	97. 0. 0.	66. 0. 0.	36. 0. 0.
* To **New York**, VIA **Suez**,			
VIA **Naples, Genoa or Gibraltar**	64. 0. 0.	44. 0. 0.	26. 0. 0.
RETURN	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA **Bremen or Southampton** ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
RETURN	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, **the same rates to be applied as via Naples, Genoa or Gibraltar**, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from **Singapore to Calcutta** instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.—

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from **Alexandria**, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS.		SAILING DATES.
PRINZ WALDEMAR	3227 tons	TUESDAY, 18th Sept., 1906.
PRINZ SIGISMUND	3302 tons	TUESDAY, 16th Oct., "
WILLEHAD	4763 tons	TUESDAY, 13th Nov., "

ON TUESDAY, the 18th day of September, at NOON, the STEAMSHIP PRINZ WALDEMAR Captain WARTEMAS, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
To MANILA	$50.—	$30.—	$20.—	return $80.—	$50.—
To NEW GUINEA	£28.—	£18.10	£14.00	return £42.—	£27.15
To BRISBANE	£30.—	£20.—	£14.—	return £54.—	£36.
To SYDNEY	£33.—	£23.—	£15.—	return £59.10	£41.10
To MELBOURNE	£34.10	£24.10	£16.—	return £62.5	£44. 5
To YOKOHAMA	$ 80.00	$ 60.00	$ 40.00	return $170.00	$120.
To KOBE	$ 95.00	$ 70.00	$ 50.00	return $170.00	$120.
To YOKOHAMA & back from KOBE to HONGKONG	$140.00	$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class

To **Europe** VIA **Australia and Colombo** by Imperial Mail Steamer ... ... £97.0. 0.

To **Europe** VIA **Australia and America** ... ... 96. 0. 0.

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT 1906.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GNEISENAU *	WEDNESDAY, Sept. 12.
Do	PRINZ SIGISMUND	WEDNESDAY, Sept. 26.
YOKOHAMA & KOBE,	PRINZ LUDWIG	WEDNESDAY, Sept. 26.

* Reaching Yokohama in less than 6 Days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to **NEW YORK** by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from **NEW YORK** to **EUROPE** by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

	1st Class
to London via Plymouth or Southampton	£62. 0. 0.
to Bremen	63. 10. 0.
to Paris via Cherbourg	65. 0. 0
to Naples, Genoa, via Gibraltar	65 0. 0

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., *Agents.*

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

$17 per Annum (including Postage).

'CHINA MAIL' OFFICE, 5, WYNDHAM STREET, HONGKONG.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price .....Fifty Cents.

To be had at the 'China Mail Office 5 Wyndham Street.

NAPOLEON.

Expenses at St Helena.

There has just been sold at the Hotel Drout the last book of accounts of Napoleon at St. Helena, from 1818 to 1821. The expenses are classified by the month, and were kept by Pierron, the ex-Emperor's maitred'hotel, with entries by Montholon. There are many corrections in pecil by the august exile himself, for he verified all the accounts, and changed English money, where it was used, into francs. Some of the entries are highly interesting. Thus, on August 15, 1819, the "fete" of the Emperor, here is an entry by Montholon:—"Artificial flowers, £5. Extraordinary expenses, £1 5s." Napoleon's resources at St. Helena were very modest, but his tradesmen as regarding their prices never forgot he was an Emperor—though an exiled one. Among other occupations to while away the time that hung so heavily on his hands, Napoleon went in for gardening, among the entries are found:—"4 watering cans, £1 8s.; 2 pairs of pruners £3; 2 axes, £4 10."—prices which look as if the exile was simply regarded as a subject for fleecing. "For mending the Emperor's bed," £2 is charged. Towards the end of his life Napoleon's nourishment consisted almost entirely of chickens, pigeons and eggs, and there are numerous entries for medicines. In March, 1821, for instance, 30 bottles of syrop, 1 case of prunes, 2 cases of Burgundy plums; in April, 10 further bottles of syrop, 8 dozen oranges, 8 dozen lemons. The total realised £23.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER *SALAZIE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Medoc* and *Charente*; from HAVRE ex s.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 10th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 10th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, September 3, 1906. 1732

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *GHAZEE*.

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

CONSIGNEES of Cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the Office of the Undersigned, and pay a deposit of 10% on the value of their Cargo for contribution to General Average.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD., *Agents.*

Hongkong, September 3, 1906. 1735

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *MANILA*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at *their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 9th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, *Superintendent.*

Hongkong, September 3, 1906. 1733

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000

RESERVE FUND—

Sterling Reserve, $10,000,000

Silver Reserve ... 10 250,000

$20,250,000

RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—

A. HAUPT, Esq.—Chairman.

G. H. MEDHURST, Esq.—Deputy Chairman

E. Goetz, Esq. | A. J. Raymond, Esq

Hon. Mr W. J. Gresson. | R. Shewan, Esq.

N. A. Siebs, Esq.

C. R. Lenzmann, Esq. | H. A. W. Slade, Esq

D. M. Nissim, Esq. | H. E. Tomkins, Esq.

ACTING CHIEF MANAGER: Hongkong—H. E. R. HUNTER.

ACTING MANAGER: Shanghai—W. ADAMS OBAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.

" 6 " 3 " "

" 12 " 4 " "

H. E. R. HUNTER, *Acting Chief Manager.*

Hongkong, August 20, 1906. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

H. E. R. HUNTER, *Acting Chief Manager.*

Hongkong, May 30, 1906. 1617

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED £1,125,000

PAID UP.....£ 562,500

RESERVE FUND.....£ 135,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months .....4 %

" 6 " .....3½ %

" 3 " .....2½ %

E. ORMISTON, *Manager.*

Hongkong, April 21, 1906. 42

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000.

CAPITAL PAID-UP .....YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tainsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.

HONGKONG OFFICE: 3, DES VŒUX ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

D. TOHDOW, *Manager.*

Hongkong, July 1, 1906. 216

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £975,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %

" " " 6 " 3½ %

" " " 3 " 2½ %

T. P. COCHRANE, *Manager.*

Hongkong, May 17, 1906. 46

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID-UP CAPITAL } ...Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£ 417,000).

HEAD OFFICE IN AMSTERDAM.

HEAD AGENCY:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Passeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Telok-Semawe, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smith's Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED

On Current Accounts 2% per Annum on daily balances.

Fixed Deposits 12 months 4½% per Annum.

Do. 6 months 4 % Do.

Do. 3 months 3½% Do.

L. ENGEL, *Agent.*

Hongkong, February 28, 1906. 416

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:—HONGKONG.

AUTHORISED CAPITAL.....£699,475.

PAID-UP CAPITAL.....£202,625.

CAPITAL RESERVE FUND .....£ 12,735.

RESERVE FUND.....$150.000.

INTEREST allowed on Current Account at the Rate of 2% per annum on the Daily Balances.

On Fixed Deposits for 12 month 5 per cent.

" " " " 6 " 4

" " " " 3 " 3

G. C. MOXON, *Managing Director.*

Hongkong, April 19, 1906. 802

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED. .....GOLD $10,000,000.

CAPITAL, PAID-UP.....GOLD $ 3,250,000

RESERVE FUND.....GOLD $ 3,250,000

HEAD OFFICE—NEW YORK.

LONDON OFFICE—THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

National Provincial Bank of England, Ltd.

Union of London and Smith's Bank, Ltd.

British Linen Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent per annum.

For 6 " 4 per cent per annum.

For 3 " 3 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL, HONGKONG.

H. PINCKNEY, *Manager.*

20

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... ... " 21,000,000

CAPITAL UNCALLED ... " 3,000,000

RESERVE FUND ... ... " 10,300,000

SPECIAL RESERVE FUND, " 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.
DAIRY.	PEKING.	MUKEN.
PORT ARTHUR.	CHEFOO.	TIE-LING.
OSAKA.		

LONDON BANKERS:

The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2% per annum on the daily balance. On fixed deposits for 12 months, 5% per annum. On fixed deposits for 6 months, 4% per annum. On fixed deposits for 3 months, 3% per annum.

TAKEO TAKAMICHI, *Manager.*

Hongkong, May 14, 1906. 582

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

THE

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century

SHANGHAI TRAMS.

About six miles of the tramway track have now been laid on the following roads; Avenue, Bubbling Well, Nanking, Seward Yangtzepoo Roads, and Broadway. The feeder cables have been completed from the Waterworks to Hongkew Creek. The completion of the rails from Honan Road to the Bund is expected to occupy another six weeks. There will be double tracks the whole way to the Bund, and, from Kiangse Road to the Bund, Nanking Road will be entirely paved with wood-blocks. So far the erection of standards for carrying the overhead cables has not been commenced, but the Tramway Company will probably start to put them up within the next few weeks. The standards will, with possibly a few exceptions, be placed at the side of the road. Including barrow-men, about 1,000 coolies are now employed. The Council is continuing Cross Road to Great Western Road thus affording a convenient approach to the site of the new car-shed, recently acquired by the Tramway Company. When completed this shed will house seventy cars, five more than the number stipulated for by the Council. *N. C. Daily News.*

To-day's Advertisements

WANTED

ENGLISH NURSE requires situation out of Hongkong to children out of arms. Shanghai preferred. [illegible] character.

Apply "F. W.,"

Care of "China Mail" Office.

Hongkong, September 4, 1906. 1744

PUBLIC AUCTION

AT the Undersigned's Sale Room, No. 2, Zetland Street,

TO-MORROW (WEDNESDAY),

the 5th September, 1906, at 11 a.m.,

One Victor Talking Machine (with Records), One Gramophone (with Records), Two Second-hand Launch [illegible] Furniture and a Quantity [illegible]

Also

Fifty-nine [illegible]

Terms [illegible]

F. KIENE, *Auctioneer.*

Hongkong, September 4, 1906. 1741

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (WEDNESDAY),

the 5th September, 1906, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

American Roll-top Desks, Teakwood Wardrobes with Bevelled Glass, Dining Table, Chairs, Engravings, &c., &c., &c.

Also

5 Cases Plate Glass and 40,000 Egyptian Cigarettes.

Terms:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, September 4, 1906. 1742

TO LET.

NOS. 5 and 6, GRANVILLE AVENUE, Kowloon.

No. 8, CAMERON TERRACE, Kowloon.

FLATS in ROBINSON ROAD, Kowloon—Possession from 1st November.

HOUSES in AUSTIN and SALISBURY AVENUES, Kowloon.

Apply to

HUMPHREYS' ESTATE & FINANCE CO., LD.,

Hongkong, September 4, 1906. 1522

AUSTRIAN LLOYD'S NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship SILESIA, Captain Stabile, will be despatched as above on THURSDAY, the 27th inst.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER, & CO., *Agents,* Princes' Building.

Hongkong, September 4, 1906. 1743

EXCHANGE.

Hongkong, September 4, 1906.

On London—	
Bank, Wire	2/2⅛
" On demand	2/2$\frac{3}{16}$
" 30 days' sight	2/2¼
" 4 months' sight	2/2$\frac{7}{16}$
Credits, 4 " "	2/2⅝
Documentary, 4 months' sight	2/2¾
On Paris—	
On demand	274½
Credits, 4 months' sight	278½
On Berlin—	
On Demand	223½
On New York—	
On demand	52¾
Credits 60 days' sight	53⅝
On Bombay—	
Wire	162½
On demand	162¾
On Calcutta—	
Wire	162½
On demand	162¾
On Singapore—	
On demand	7½% P.
On Manila—	
On demand, Pesos	106½
On Shanghai—	
On demand	73⅛
30 days' sight, (private paper)	74
On Yokohama—	
On demand	106½
Gold Leaf, 100 fine, (per tael)	$48.60
Sovereigns (Bank's buying rate)	$9.10
Silver (per oz.)	31½

SHIPPING.

ARRIVALS.

September 3.

Stettin, British str., 1,396, J. E. Farrell, Shanghai August 31, Ballast.—McBain & Co.

Raon, Norwegian str., 755, A. Dedekam, Moji Aug. 28, Coal.—Aagaard, Thoresen & Co.

September 4.

Empress of Japan, British steamer, 3,039, Henry Pybus, R.N.R., Vancouver August 13, and Shanghai September 1, Mails and General.—C. P. R. Co.

Haimun, British str., 636, A. J. Robson, Foochow Aug. 31, and Swatow September 3, General.—Douglas Steamship Co.

Changsha, British str., 1,463, T. Moore, Melbourne July 31, General. Butterfield & Swire.

Nikko Maru, Japanese steamer, 3,434, E. W. Haswell, Nagasaki Aug. 31, General, —Nippon Yusen Kaisha.

Pronto, Norwegian str., 838, T. Seeberg, Newchwang via Chefoo August 27, Beans and Oil. Aagaard, Thoresen & Co.

Rajaburi, German steamer, 1,084, O. Koch, Bangkok August 28, General.—Melchers & Co.

Feiching, Chinese str., 984, T. H. Johns, Shanghai August 31, General. C. M. S. N. Co.

Progress, German str., 687, H. Pahren, Kwong-chow-wan and Macao Sept. 3, General.—Siemssen & Co.

Mausang, British str., 1,64[illegible] R. Houghton, Sandakan August 30, General. Jardine, Matheson & Co.

Sue, French steamer, [illegible] Sept. 2.

DEPARTURES.

September 4.

Nippon Maru, for Shanghai [illegible] cisco.
Caledonien, for Europe.
Hangsang, for Canton.
Daphne, for Tsingtau.
Taming, for Manila.
Manila, for Shanghai.
Hanoi, for Hoihow.
Namsang, for Singapore and Calcutta.
Jacob Diederichsen, for Hoihow.
[illegible], for Francheville.

CLEARED.

Saint Helena, for [illegible].
Helene, for Hoihow.
Pronto, for Canton.
Feiching, for Canton.
Quarta, for Samarang.
[illegible], for Kwong-chow-wan.

PASSENGERS

ARRIVED

Per *Empress of Japan*, for Hongkong: from Vancouver, Mr and Mrs W. A. Cruickshank, Mr and Mrs Turner, Judge and Mrs E. F. Johnston, Mr and Mrs Colly and 2 children, Messrs C. Gustan, H. E. Jones, Williams, L. H. Shipley, E. Lutz, R. G. Laque, G. Martin, E. H. Hinds and L. C. Evans; from Yokohama, Mrs and Miss Logan, Mr and Mrs Fellowes, Mr and Mrs Hastings, and Mr C. L. Lawrence; from Kobe, Mr H. R. Dandawalla, Mr and Mrs Chapman, Miss Chapman, and Mr Egenes; from Shanghai, Miss Joseph, Miss West, Capt. Neeson, and Mr W. H. Kappe.

Per *Haimun*, from Coast Ports, Mr des France, Miss Kayler, Mr A. Vandelet, Master and Miss Palmer, Master and Miss Johnsford, and Miss Legge.

Per *Changsha*, from Melbourne, &c., Mrs Murray and child, Miss M. Bingham, Messrs Cable, Benson, Foley, McDonald, Ahern and Davis.

Per *Nikko Maru*, from Japan: for Hongkong, Mr A. C. Hynes, Capt. W. A. Quennell, Dr V. M. Kock, Mr R. O. Birbeck, Mr R. Walff, Mr and Mrs F. J. Morse, Miss Morse, Mr Vassonmal, Mr and Mrs C. H. Heckling, Mr G. Anderson, Messrs M. Hashimoto and Ohtashi; for Manila, Capt. F. W. Coffin; for Sydney, Mr and Mrs C. Rogers, Mr and Mrs W. Baumann, and Mr R. A. Yates; for Melbourne, Mr and Mrs C. N. Ffalliote, Mr S. F. Staughton, Mr and Mrs E. V. Thorn.

DEPARTED.

Per *Nippon Maru*, for San Francisco, &c., Mrs G. Revell, Messrs J. F. Hank, Geo. Middleton, G. Dykeman, R. A. Brown, E. S. Abdul Cader, D. Dorabjee, A. J. Isreal, and W. E. Kent.

POST OFFICE NOTICES.

Mails will close:—

For NAGASAKI, KOBE & YOKOHAMA.
Per *Kumano Maru*, at 11 a.m., on Wednesday, the 5th Sept.

For MACAO.—
Per *Heungshan*, at 12.15 p.m., on Wednesday, the 5th Sept.

For NINGPO & SHANGHAI.—
Per *Kiukiang*, at 3 p.m., on Wednesday, the 5th Sept.

For HOIHOW & HAIPHONG.—
Per *Hongkong*, at 9 a.m., on Wednesday, the 5th Sept.

For KOBE.—
Per *Koun Maru*, at 9 a.m., on Thursday, the 6th Sept.

For SWATOW, AMOY, & FOOCHOW.
Per *Haimun*, at noon, on Thursday, the 6th Sept.

For MACAO.—
Per *Heungshan*, at 12.15 p.m., on Thursday, the 6th Sept.

For AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, & SEATTLE.
Per *Minnesota*, at 11 a.m., on Friday, the 7th Sept.

For MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE & PERTH.
Per *Nikko Maru*, at 11 a.m., on Friday, the 7th Sept.

For MANILA.—
Per *Loongsang*, at 3 p.m., on Friday, the 7th Sept.

For MANILA.—
Per *Rubi*, at 10 a.m., on Saturday, the 8th Sept.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

☞ A Mail for Macao is despatched per s.s. *Wingchai* on week-days at 6 p.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for *Canton, *Samshui and *Wuchow are closed on week-days at 7.30 a.m. and at 6 p.m.

Mails for Namtao, Sanbue, *Kongmoon, *Kumchuk, are closed every weekday at 6 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping of midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Officer
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons Nett.	Date of Arrival	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Athenian	3 c	Cooper	British str.	2440	Aug. 28	C. P. R. Co.	Vancouver (B.C.)	Sept. 12.
Bourbon	3 c	Bail	French str.	1500	Aug. 27	Chinese	Kobe	Sept. 17.
Changsha	4 c	Moore	British str.	1463	Sept. 4	Butterfield & Swire		
Childar	3 c	Nielssen	Norw. str.	1102	Sept. 1	Nippon Yusen Kaisha		
Clara Jebsen	3 c	Jwersen	Ger. str.	1001	Aug. 31	Jebsen & Co.		
Coptic	3 c	Finch	British str.	2744	July 20	O. & O. S. S. Co.		
Doric	3 c	Smith	British str.	2936	Sept. 3	O. & O. S. S. Co.	Amoy & San F'cisco	Sept. 14.
Emma Luyken	3 c	Cornand	Ger. str.	1128	July 16	Chinese		
Empress of Japan	4 c	Pybus	British str.	3046	Sept. 4	C. P. R. Co.	Vancouver (B.C.)	Sept. 27.
Glenfarg	3 c	Holman	British str.	2350	Aug. 21	Toyo Kisen Kaisha	Kobe & Callao	Sept. 11.
Hakata Maru	3 c	Murai	Japan. str.	3819	Sept. 3	Nippon Yusen Kaisha	S'pore & London	Sept. 5.
Haimun	5 h	Robson	British str.	636	Sept. 4	Douglas Steamship Co.	Swatow & Foochow	Sept. 6.
Hangsang	3 c	Wilde	British str.	1356	Sept. 3	Jardine, Matheson & Co.		
Helene	3 c	Jessen	Ger. str.	771	Sept. 3	Jebsen & Co.		
Holstein	3 c	Niejahr	Ger. str.	985	Aug. 29	Jebsen & Co.	Samarang & S'baya	Sept. 4.
Hongkong	3 c	Suzzoni	French str.	377	Sept. 3	A. R. Marty	Hoihow & Haiphong	Sept. 6.
Hongwan I.	3 c	Slaker	British str.	2060	Sept. 3	Chinese	Amoy	Sept. 5.
Huichow	3 c	Forsyth	British str.	1306	Sept. 2	Butterfield & Swire		
Kalchur	8 k	Walker	British str.	2155	Aug. 2	Arnhold, Karberg & Co.		
Kiang Ping	3 c	Bornebo	Chi. str.	1222	Aug. 27	Kwong Man Wo		
Kiukiang	3 c	Davies	British str.	1228	Sept. 1	Butterfield & Swire		
Knivsberg	3 c	Jurgensen	Ger. str.	646	Sept. 2	Jebsen & Co.		
Koun Maru	8 c	Minamikawa	Japan. str.	2876	Sept. 3	Japanese	Kobe	Sept. 6.
Kowloon	3 c	Stehr	Ger. str.	1487	Aug. 16	Siemssen & Co.		
Kumano Maru	3 c	Hunter	Japan. str.	3147	Sept. 3	Nippon Yusen Kaisha	Nagasaki & Y'hama	Sept. 5.
Kwangtah	2 h	Lunt	Chi. str.	1536	Sept. 3	C. M. S. N. Co.		
Kweiyang	3 c	Dowson	British str.	1062	Sept. 2	Butterfield & Swire		
Loongsang	5 c	Smith	British str.	1092	Sept. 3	Jardine, Matheson & Co.	Manila	Sept. 7.
Madeleine Rickmers	3 c	Simonsen	Ger. str.	1020	Aug. 28	Butterfield & Swire		
Manila	k w	Anderson	British str.	2711	Sept. 2	P. & O. S. N. Co.		
Mercedes	3 c	McGregor	British str.	3500	Aug. 29	Admiralty		
Minnesota	3 c	Rinder	Amer. str.	13,323	Aug. 24	Nippon Yusen Kaisha	Shanghai & Seattle	Sept. 7.
Neil Macleod	2 c	Corral	Amer. str.	901	June 19	Barretto & Co.		
N. S. de Rosario	2 c	Blanco	Amer. str.	715	June 12	Barretto & Co.		
Progress	3 c	Pahren	Ger. str.	987	Sept. 4	Siemssen & Co.	Kwongchauwan, &c.	Sept. 5.
Providence	3 c	Sparrebo	Norw. str.	593	Aug. 29	Arnhold, Karberg & Co.		
Quarta	3 c	Madsen	Ger. str.	1230	Aug. 24	Sander, Wieler & Co.		
Raon	3 c	Dedekam	Norw. str.	755	Sept. 4	Aagaard, Thoresen & Co.		
Resolut	3 c	Jorgensen	Norw. str.	865	Aug. 2	Aagaard, Thoresen & Co.		
Rubi	5 c	Almond	British str.	1611	Aug. 27	Shewan, Tomes & Co.	Manila	Sept. 8
Sabine Rickmers	3 c	Nasbet	British str.	690	Aug. 28	Arnhold, Karberg & Co.		
Stettin	3 c	Farrell	British str.	1396	Sept. 3	Geo. McBain		
Sexta	8 c	Kwaeft	Ger. str.	960	Sept. 2	Siemssen & Co.		
Shahjehan	3 c	Scott	British str.	1091	Aug. 2	Chinese		
Simongan	3 c	Zuiderhoudt	Dutch str.	1200	Sept. 3	Yuen Fat Hong		
Strathmore	8 c	King	British str.	2295	Aug. 27	Dodwell & Co., Ld.		
Sullberg	3 c	Luppi	Ger. str.	765	Aug. 28	Siemssen & Co.		
Taishan	2 c	Laing	British str.	1122	June 29	Bradley & Co.		
Tientsin	3 c	Monkman	British str.	1227	Sept. 2	Butterfield & Swire		
Victoria	3 c	Hillburg	Swed. str.	989	Aug. 27	Aagaard, Thoresen & Co.		
Z. Y. de Aldecoa	2 c	Echauz	Amer. str.	1260	May 15	Barretto & Co.		
Zoroaster	8 c	Ewan	British str.	2383	Sept. 1	Bradley & Co.		
Sailing Vessels.								
Eclipse	2 c	McBryde	Brit. bqe.	2968	Sept. 1	Standard Oil Co.		
I. F. Chapman	2 c	Banfield	Amer. sh.	2013	Aug. 25	Arnhold, Karberg & Co.		
S. P. Hitchcock	3 c	Zerk	Amer. sh.	2806	Sept. 1	Arnhold, Karberg & Co.		

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER].

Shinho Maru, July 31; *Kintuck*, Aug. 3; *Suevia*, *Tourane*, 7; *Teenkai*, *Awa Maru*, *Cambodia*, 10; *Kennebec*, *Peshawur*, *Segovia*, 14; *Agamemnon*, *Benlawers*, *Moyune*, *Poona*, *Tonkin*, 17; *Glenroy*, *Japan*, *Nippon*, 21; *Bayern*, *Calchas*, *Oceanien*, *Sanuki Maru*, *Teucer*, *Iyo Maru*, 24; *Merionethshire*, *Palma*, *Ellen Rickmers*, 28; *Armand Behic*, *Brisgavia*, *Menelaus*, *Ningchow*, *Pingsuey*, *Sardinia*, *Nile*, *Glenavon*, 31.

Mails.

The P. & O. Co.'s s.s. *Devanha* with the English Mail of the 10th August, left Singapore on Friday, the 31st Aug., at 4 p.m., and may be expected here on or about Wednesday, the 5th Sept. at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 10th July, and the parcel mails closed in London for despatch by the all sea route on the night of 1st Aug., and for despatch overland on the early morning of 8th August.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 11.30 p.m. on Saturday, the 1st Sept., and left again at 6 a.m. on Sunday for Nagasaki, where she is due to arrive at noon, on Monday, the 3rd Sept.

The Imp. German Mail s.s. *Gneisenau* carrying the German Mails with dates from Berlin of the 14th August, left Colombo on Friday, the 31st August, p.m., and may be expected here on or about Monday evening, the 10th Sept.

Steamers Expected.

The s.s. *Arratoon Apcar*, from Calcutta, left Singapore on the 1st Sept., a.m., and may be expected here on or about the 6th Sept.

The s.s. *Denbighshire* left Singapore on 31st Aug., at 5 p.m., and is due here on or about the 7th Aug.

The s.s. *Saint Patrick* sailed from New York, for China and Japan, on Aug. 9th.

The Boston Tow Boat Co.'s s.s. *Lyra*, sailed from Seattle on 12th August for Japan, Manila and Hongkong.

The E. & A. steamer *Australian*, from Sydney, &c., left Port Darwin on the 26th August for Manila and this port, and is due here on 6th Sept.

The N. Y. K. s.s. *Bombay Maru* (Bombay Line), left Singapore for this port on the 1st September, and is expected here on the 7th September.

The P. & A. Co.'s s.s. *Nicomedia* arrived at Yokohama on the 28th August, and she is due to arrive at this port on or about the 7th Sept.

The O. S. S. Co.'s s.s. *Stentor*, from Pacific Ports, left Kobe on the 31st Aug., for this via Moji and Nagasaki, and is due in Hongkong on or about the 8th Sept.

The N. Y. K. s.s. *Ceylon Maru* (Bombay Line), left Kobe for this port via Moji on the 30th August, and is expected here on the 10th Sept.

The I.-C. S. N. Co.'s s.s. *Kutsang* left Calcutta for this port via Straits on 28th August, and may be expected here on or about the 13th Sept.

The P. & A. Co.'s s.s. *Numantia* sailed from Astoria for this port, via Japan ports, on August 28th.

The s.s. *Bengloe*, from Antwerp and London, left Singapore on 30th August.

Latest Advices.

The Imp. German Mail s.s. *Prinz Eitel Friedrich* which left here on the 29th August, at 4 p.m., arrived at Singapore on Sunday, the 2nd Sept., at 4 p.m., thus making the voyage to Singapore in 96 hours.

The Imp. German Mail s.s. *Sachsen* left Kobe, via Nagasaki and Shanghai on Sunday, the 2nd Sept., p.m., and may be expected here on or about Tuesday, the 11th Sept.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr F. R. Adams
Mr G. Anderson
Mrs K. Anderson
Mr J. Arnold
Mr H. Murray Bain
Mr A. S. Baker
Mr H. G. Battiscombe
Mr R. B. Beattie
Eng.-Lieut. H. F. Bell, R.N.
Mr & Mrs Biedermann
Mr A. Van Biervliet, (Vice Consul for Belgium)
Mr R. J. Birbeck
Mr S. Bisney
Mr W. S. Bissell
Mr H. L. Boone
Mr H. Brewer
Mr F. G. Brighton
Mr J. Broughall
Mr L. F. Campbell
Mr A. Carter
Maj. A. A. Chichester, D.A.A.G., D.S.O.
Mrs A. A. Chichester
Mr M. O. Clark
Mr and Mrs T. W. Clarke
Mr T. Clarke
Mr and Mrs F. G. Colley
Miss & Master Colley
Mr H. E. Colvin
Miss Congrone
Mr J. [illegible] Connor
Mr A. Cruickshank
Mr F. O. Davies
Mr and Mrs W. H. Donald
Mr F. H. Doolittle
Mr and Mrs W. A. Dowley
Mr T. C. Downing
Mr S. D. Duck
Mr G. A. Dunlop
Mr and Mrs J. R. Edgar
Mr W. Einstmann
Mr and Mrs G. W. Engelhardt
Mr H. Engelhardt
Mr H. J. Fairchild
Mr R. Fischer
Mr H. G. Fisher
Mr Marshall P. Fox
Mr C. B. Franklin
Stuart J. Fuller (American Vice-Consul General)
Mr Denman Fuller
Mr A. Gibson
Mr B. Brotherton Harker
Dr and Mrs Heanley
Hon. and Mrs E. A. Hewett
Mr W. Hoffmann
Mr W. M. Humphreys
Mr R. Hunter
Capt. R. Innes
Judge and Mrs E. F. Johnson
Mr S. P. F. Jokl
Mr H. L. Jones
Mr J. C. Joughin
Mr A. H. Laing
Mr W. Logan
Mr F. H. Love
Dr O. Marriott
Mr W. J. McDonagh
Mrs J. S. McGregor
Dr and Mrs W. B. A. Moore
Maj. and Mrs A. McDonnell Moore
Mr A. Moreno, (Consul General for Panama)
Mr and Mrs R. H. Newborn
Mr B. L. Packer
Mr and Mrs E. O. Patey
Mr W. Peake
Mr and Mrs T. L. Perkins
Mr A. R. Von der Pfordton
Mr E. Point
Mr W. A. Powell
Mr C. M. Preshaw
Mr J. P. Quander, Jr.
Mr H. J. Reid
Mr E. R. Reid
Mrs J. S. Roach and child
Mr and Mrs E. Bruce Shepherd
Mr J. Spittles
Mr W. T. Stebbing
Mr H. Stephens
Mr P. D. Sutherland
Rev. A. J. Stevens
Mr and Mrs M. L. Thompson
Miss H. M. Thompson
Mr and Mrs J. H. Todd
Mr and Mrs J. L. Trude
Mr W. Von Uffel
Mr C. H. Unbehaun
Mr S. Williams
Mr J. B. Wishart
Mr G. G. Wood
Mr R. G. Woods
Mr & Mrs T. Wright

NEW CONNAUGHT HOTEL.

Mr R. W. Alcock
Mr G. W. Avenell
Miss R. Barber
Mr O. W. Barry
Mr & Mrs F. Bradley
Mr and Mrs F. J. Cody
Mr R. Engel
Mr E. E. P. Erskine
Mr H. Eyre
Mr R. M. Ezekiel
Mr L. E. Goodkind
Mr M. W. Haggerty
Mrs G. H. Hall
Mr C. Z. Hayes
Mr and Mrs Higby
Mr J. E. Joseph
Mr A. Kuhn
Mr A. Lendal
Vre. Llovent
Miss Llovent (A)
Miss Llovent (D)
Mr Mairchie
Mr R. Manheimer
Miss Cormlu de lu Owa
Mr E. A. Roguir
Mr R. J. Settles
Mr and Mrs A. H. Tomsett
Mr R. B. Westcott

BALTIMORE HOTEL.

Mr R. H. Barton
Mr W. J. Goodwn
Mr D. F. Kesting
Mr Frank Langley
Mr C. E. Martin
Mrs C. E. Martin and daughter
Miss Ellen McDonald
Mr Geo. Middleton
Dr E. J. Mors
Mrs Mors
Mr Walter Sorrell

KOWLOON HOTEL.

Dr D. H. Ainslie
Dr Said Fareed
Mr A. J. Hall
Mr Stackwood

KING EDWARD HOTEL.

Capt. & Mrs Russell Almond
Mr and Mrs S. G. Andrus
Master V. S. Andrus
Mrs W. H. L. Barnes
Mr John C. Bentz
Mr and Mrs Francis Chapman
Miss Chapman
Mr H. J. Colahan
Mr and Mrs A. Cunningham
Mr L. T. Delaney
Mr P. G. Elliott
Major G. M. Evans
Mr D. Goldman
Mr Thos. Green
Mr O. Halbon
Mrs L. D. Hargis
Dr R. Hellor
Mr H. J. Hoppe
Mrs C. M. Jack
Mr Fred. Claughton Jones
Capt. F. Kofod
Mr and Mrs Laurins
Vice-Consul M. Lejeune
Dr Liese
Mr A. C. Little
Mrs L. C. Logan
Miss Logan
Mr T. D. McKay
Mr Frank Muir
Mr E. J. Moses
Mr and Mrs A. B. Moulder
Capt. J. W. S. Neeson
Mr H. Noel
Master Noel
Mr E. Nursaw
Mr A. E. Paine
Miss Annie Peacock
Dr W. W. Pearse
Mr J. G. Repide
Mr P. Rossoff
Miss Margaret H. South
Miss N. Square
Mr G. F. Story
Miss F. West
Mr G. Williams

CARLTON HOTEL.

Mr Roger J. Andap
Capt. T. Anderson, R.A.
Mr A. E. Blanco
Mr W. Boanas
Mr Wm. B. Boyce
Mr Percy Bruhl
Mr A. H. Dodd
Mr J. L. Farwell
Mrs Farwell
Mr W. Ferry
Mrs E. Fey
Miss M. Gains
Mr O. Halben
Mr T. L. Harrison
Mr W. Jackson
Mr and Mrs M. de Kina
Mr A. H. Laing
Mr G. Lloyd
Mr and Mrs A. J. Mackie
Mr W. P. Martine
Mr McInnes
Capt. and Mrs P. Merlees
Mrs Osborne
Mr R. W. Pearson
Miss Stephens
Mr R. Stevenson

PELHAM HOUSE.

Mr Bivley
Mr Fred. A. Brown
Mrs Dearth
Mr W. T. Edwards
Mr and Mrs Hooper
Mr Hurley
Mr J. Hutchings
Mrs Lamb
Mr Nichol
Mr C. Nicholson
Mr Pierce
Mr W. T. Shutt
Mr S. H. Sutton
Mrs Wetherell

VESSELS AT THE DOCKS — *At Kowloon.*

H.M.S. Alacrity, S.M.S. Tsingtau, Athenian, Kwongchow.

Cosmopolitan—Madeleine Rickmers.

Aberdeen.—Quarta.

Temperature.

HONGKONG, September 4.

BAROMETER—		9 A.M.	29.66
Do.		1 P.M.	29.62
Do.		4 P.M.	29.60
THERMOMETER—		9 A.M.	82
Do.		1 P.M.	82
Do.		4 P.M.	82
Do.	(Wet bulb)	9 A.M.	79
Do.	Do.	1 P.M.	79
Do.	Do.	4 P.M.	79
Do.	Maximum		82
Do.	Minimum over night		79

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.78	29.80	29.70
Temperature	85	87	84
Humidity	75	62	79
Direction of Wind	ESE	E	ESE
Force	1	3	3
Weather	c	b.	c
Rain	—	—	—

Highest open air temperature on the 2nd 87
Lowest open air temperature on the 2nd 78

F. G. Figg, *First Assistant.*
Hongkong Observatory, Sept. 3, 1906.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen, v. Ports of call	Sachsen (s)	Melchers & Co.	Sept. 12, at Noon.
Bremen, v. Ports of call	Prinz Heinrich (s)	Melchers & Co.	Sept. 26, at Noon.
Boston & New York	Foxley (s)	Arnhold, Karberg & Co.	About Sept. 8.
Chefoo & Newchwang	Kweiyang (s)	Butterfield & Swire	September 8.
Callao, Iquique v Japan	Glenfarg (s)	Toyo Kisen Kaisha	Sept. 11, at Noon.
Genoa, Mars. & L'pool	Peleus (s)	Butterfield & Swire	September 20.
Havre, R'dam & L'pool.	Kentuck (s)	Butterfield & Swire	September 30.
Naples, Havre, H'burg	Silesia (s)	Hamburg-Am'ka Linie	Sept. 6.
Havre & Hamburg	Helvatia (s)	Hamburg-Am'ka Linie	Sept. 10.
Naples, Havre, H'burg	Scandia (s)	Hamburg-Am'ka Linie	Sept 20.
Havre & Hamburg	Liberia (s)	Hamburg-Am'ka Linie	Sept. 22.
Kobe & Yokohama	Awa Maru (s)	Nippon Yusen Kaisha.	Sept. 6 Daylight.
Kobe and Yokohama	Suevia (s)	Hamburg-Am'ka Linie	September 5.
Kobe & Yokohama	Segovia (s)	Hamburg-Am'ka Linie	September 13.
L'don, Am'dam, A'erp	Diomed (s)	Butterfield & Swire	Sept. 11.
L'don, Am'dam, A'erp	Cyclops (s)	Butterfield & Swire	September 25.
London, &c.	Malta (s)	P. & O. S. N. Co.	Sept. 8 at Noon.
L'don, Antwerp, &c.	Java (s)	P. & O. S. N. Co.	About Sept. 12.
London & Antwerp	Radnorshire (s)	Shewan, Tomes & Co.	About Sept. 15.
Mar., L'don, Aerp, &c	Hakata Maru (s)	Nippon Yusen Kaisha.	Sept. 5, Daylight.
Mar., L'don, A'erp, &c.	Sado Maru (s)	Nippon Yusen Kaisha.	Sept. 19, Daylight.
Manila, Aus'lian Ports	Nikko Maru (s)	Nippon Yusen Kaisha	Sept 7, at 4 p.m.
Manila, A'lian Ports	Prinz Waldemar (s)	Melchers & Co.	Sept. 18, at Noon.
Manila, Aus'lian Ports	Changsha (s)	Butterfield & Swire	October 5.
Marseilles via Saigon	Polynesien (s)	Messageries Maritimes	Sept. 18, at 1 p.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	Sept. 8, at Noon.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Sept. 15, at Noon.
Manila	Taean (s)	Butterfield & Swire	September 11.
Manila	Loongsang (s)	Jardine, Matheson & Co	Sept. 7, at 4 p.m.
N'ki, Kobe & Y'ama.	Kumano Maru (s)	Nippon Yusen Kaisha.	Sept. 5, at Noon.
NewYork v. Suez Canal	South America (s)	Shewan, Tomes & Co.	About Oct. 10
NewYork v. Suez Canal	Montrose (s)	Standard Oil Co.	About Sept. 17.
NewYork v. Suez Canal	Atholl (s)	Dodwell & Co. Limited	About Sept. 11.
NewYork v. Suez Canal	Erroll (s)	Dodwell & Co. Limited	About Oct. 2.
Ningpo and Shanghai	Kiukiang (s)	Butterfield & Swire	September 5.
San Francisco v. Japan	Doric (s)	O. & O. S.S. Co.	Sept. 14, at Noon.
San Francisco v. Japan	Coptic (s)	O. & O. S.S. Co.	Sept. 22, at Noon.
San Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	Oct. 2, at Noon.
Seattle, v. S'hai, Japan	Minnesota (s)	Nippon Yusen Kaisha.	Sept. 7, at Noon.
S'hai, N'ki, Kobe, Y'ma	Gneisenau (s)	Melchers & Co.	About Sept. 12.
S'hai, Kobe & Y'hama	Brisgavia (s)	Hamburg-Am'ka Linie	Sept. 28.
S'hai, Moji & Kobe	Bombay Maru (s)	Nippon Yusen Kaisha.	September 8.
Shanghai	Devanha (s)	P. & O. S. N. Co.	About Sept. 6.
Shanghai	Hangsang (s)	Jardine, Matheson & Co	Sept. 7, at 3 p.m.
Shanghai	Yochow (s)	Butterfield & Swire	September 8.
S'pore Cl'bo. & B'bay.	Ceylon Maru (s)	Nippon Yusen Kaisha.	September 11.
S'pore, P'ang, C'bo. &c.	Silesia (s)	Sander, Wieler & Co.	September 27.
S'hai and Portland, Or.	Nicomedia (s)	Portland & A. S. Co.	Sept. 16, Daylight.
S'tow, Amoy & F'chow	Soshu Maru (s)	Osaka Shosen Kaisha	Sept. 7, at Noon.
S'tow, Amoy & Tamsui	Joshin Maru (s)	Osaka Shosen Kaisha	Sept. 9, at 10 a.m.
S'tow, Amoy & Anping.	Akashi Maru (s)	Osaka Shosen Kaisha	Sept. 11, at Noon.
S'tow, Amoy & F'chow	Haimun (s)	Douglas Lapraik & Co.	Sept. 6, at 1 p.m.
Tientsin	Huichow (s)	Butterfield & Swire	September 7.
Victoria & Japan Ports	Ningchow (s)	Butterfield & Swire	September 29.
Victoria, B.C., Seattle	Shinano Maru (s)	Nippon Yusen Kaisha.	Sept. 17, at 4 p.m.
Victoria, B.C., Tacoma	Pleiades (s)	Dodwell & Co. Limited	About Sept. 20.
Victoria, B.C., Tacoma	Lyra (s)	Dodwell & Co. Limited	September 29.
Vancouver (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co.	Sept. 12, at Noon.
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co	Sept. 27, at 4 p.m.
Vancouver (B.C.), &c.	Monteagle (s)	Canadian P'fic R. Co	Oct. 3, at Noon.

SHARE LIST.—QUOTATIONS.

September 4, 1906.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$125	all	$835 / London, £92.15, ex div.
National Bank of China, Limited	99,925	£7	£6	$47
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$50	$325, sellers
China Traders' Insurance Co., Ld.	24,000	$83.33	$25	$100, sellers
North-China Insurance Co., Ld.	10,000	£15	£5	Tls. 85
Union Insurance Society, Ld.	10,000	$250	$100	$785
Yangtsze Insurance Association, Ld.	8,000	$100	$60	$172½, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	20	$93
Hongkong Fire Insurance Co., Ld.	8,000	$250	50	$325, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$50	all	$135, sellers
Geo. Fenwick & Co., Limited.	18,000	$25	$25	$22, sellers
New Amoy Dock Co., Ld.	10,000	$6¾	$6¾	$18, sellers
Shanghai Dock and Eng. Co., Ld.	55,700	Tls. 100	Tls100	Tls. 102, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$25	$25	$24
Douglas Steamship Co., Limited	20,000	$50	all	$47, sellers
HK. C. and M. Steamboat Co., Ld	80,000	$15	$15	$28, buyers
Indo-China S. N. Company, Limited	60,000	£10	all	$74
Star Ferry Company, Ld.	10,000 / 10,000	$10 / $10	$10 / $5	$29, sellers / $20, sellers
Shell Transport & Trading Co. Ld.	2,000,000	£1	£1	27/6 buyers
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls. 50	Tls. 45
Shanghai Tug & Lighter Co., Ltd. / do. Preference.	200,000 / 100,000	Tls. 50	Tls. 50	Tls. 60, sellers / Tls. 50, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$100	all	$160, sales & buyers
Luzon Sugar Company, Limited	7,000	$100	all	$22½, buyers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls 50	Tls. 111
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000 / 10,000	$50	all	$102½, buyers
Shanghai and Hongkew Wharf Co.	20,000 / 12 000	Tls. 100	Tls100	Tls. 240, ex div.
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	100	$110
Shanghai Land Investment Co., Ld.	52,000	Tls. 50	Tls.50	Tls. 108
Kowloon Land and Building Company	6,000	$50	30	$39
Wei-hai-wei Land & Building Co., Ld.	3,764	Tls. 25	Tls.25	Tls. 12, buyers
Humphreys Estate & Finance Co.	150,000	$10	all	$11, buyers
West Point Building Co., Limited	12,500	$50	$50	$50, sellers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$100	all	$235 buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	$450, Nominal
Raub Aust. Gold Mining Co., Ld.	200,000	£1	18/10	$7.25, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$50	all	$115, ex div., sales & buyers
Astor House Hotel Ltd. (Tientsin)	2,000	Tls.50	Tls.50	Tls. 135
Astor House Hotel Co., Ltd. (S'hai)	30,000	$25	$25	$31½
DISPENSARIES.				
A. S. Watson & Co., Limited	90,000	$10	$10	$13, sales & buyers
Watkins Limited	10,000	$10	$10	$4½, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£10	all	$175, buyers
Shanghai Gas Company, Ld.	8,000	Tls. 50	Tls.50	Tls. 122½
Hongkong Electric Co., Limited	60,000	$10	$10	$15, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	200,000	$10	$10	$22, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,604	£12/6	12/6	$7
United Asbestos Oriental Agency, Limited	0,000 ord. / 100 fdrs	$10 / $10	$4 / $10	$8 / $150
Hk. Steam Waterboat Co., Ltd.	15,000	$10	$10	$8, sellers
Hongkong Dairy Farm Co.	25,000	$7½	$6	$17, sales
Hongkong Ice Company, Limited	5,000	$25	all	$236, sellers
Shanghai Waterworks Co., Ltd.	7,200	£20	£20	Tls. 420, buyers
H'kong Rope Manufactory Co., Ld.	50,000	$10	all	$29, sellers
Hongkong Cotton Spinning Co., Ld.	125,000	$10	$10	$15½, sellers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls 50	Tls. 77, sellers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls.75	Tls. 68
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 80
Soy Chee Cotton Spinning Co., Ld	2,000	Tls. 500	Tls500	Tls. 315
China Provident Loan Mortgage Co. Ld.	200,000	$1	$10	$9.60, sales
China Borneo Company, Ltd.	60,000	$12	$12	$11, sellers
Campbell, Moore & Co., Limited	1,200	$10	all	$32
Wm. Powell, Ld.	12,000 / 3,000	$10	10	$10½, sales
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	Nominal
South China Morning Post	6,000	$25	$25	$21, buyers
China Light and Power Company	50,000	$10	$10	$10½, sales
Steam Laundry Company, Limited	20,000	$5	$5	$6
CIGAR COMPANIES.				
Philippine Co., Ld.	67,500	$10	$10	$5
Alhambra Limited	300	$50	$50	$100, buyers

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par.

VERNON and SMYTH, *Share-Brokers.*

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